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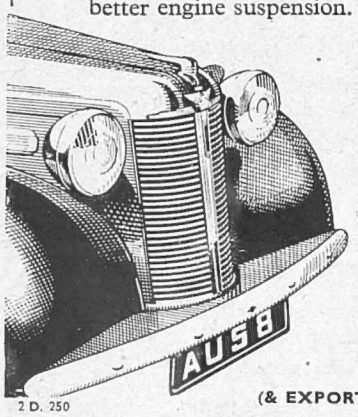

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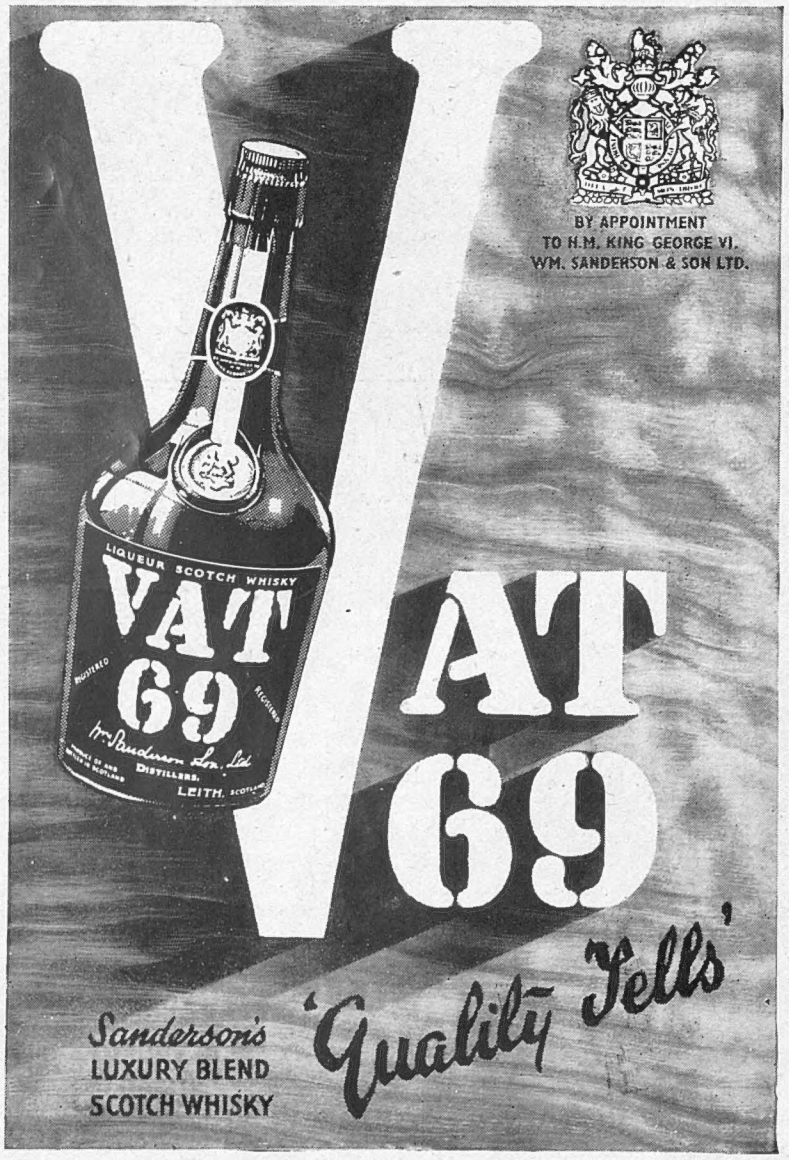

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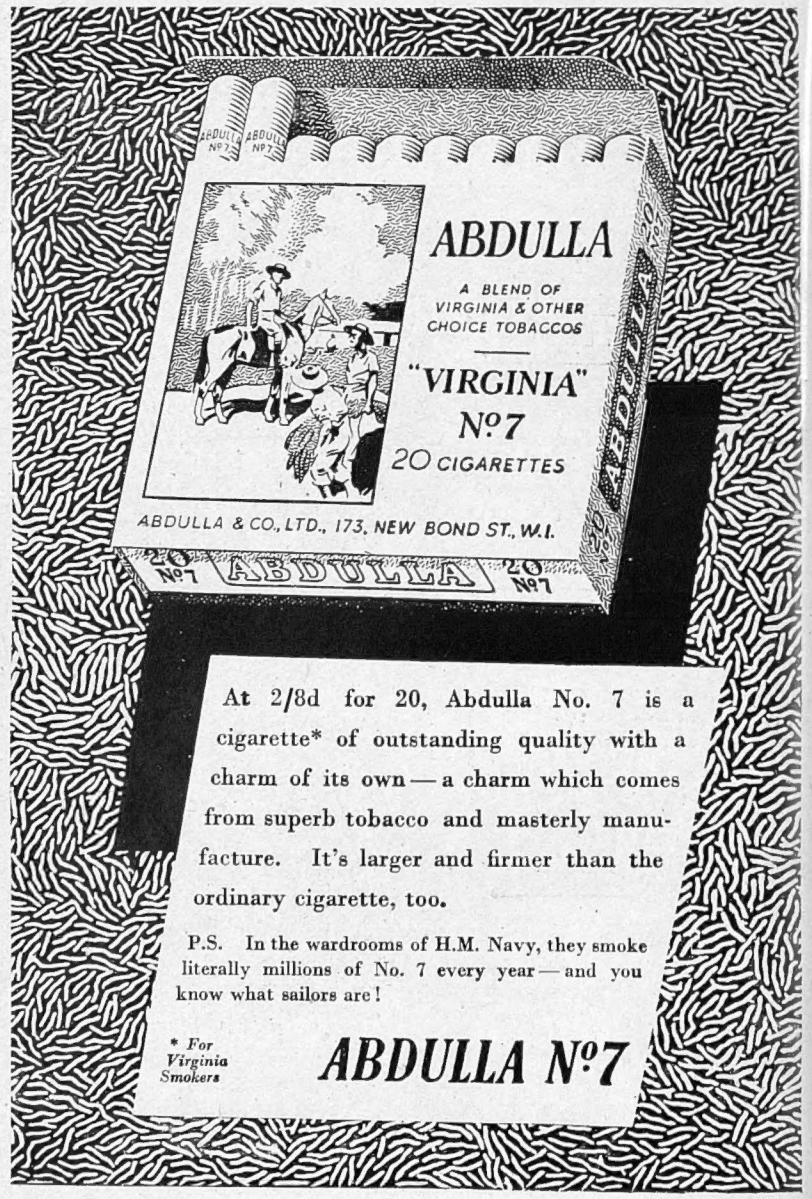

Volume CLXXX No. 2348 The SPHERE, London, January 20, 1945

THE SPHERE
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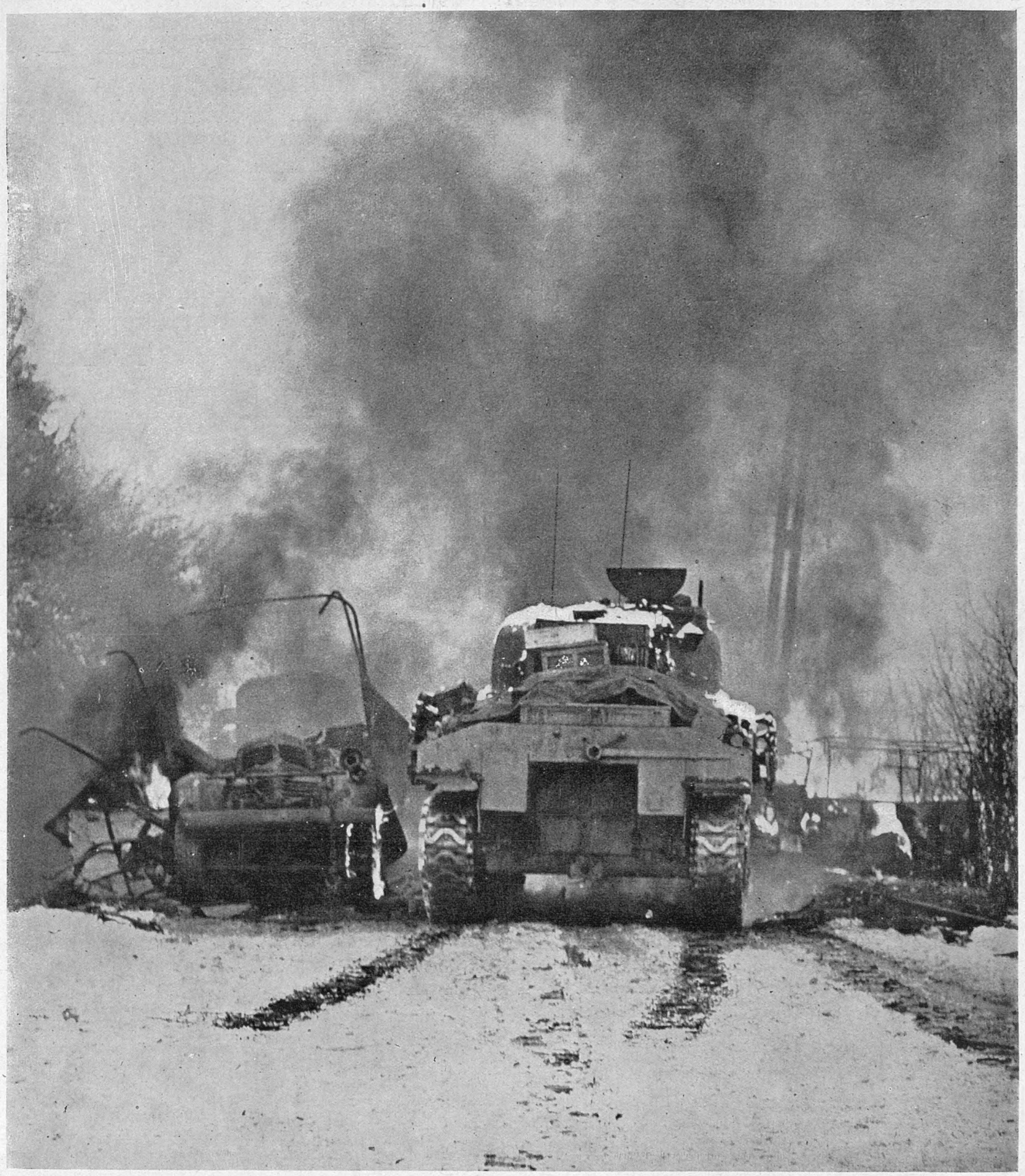
The Empire's Illustrated Weekly



A SCENE DURING THE GREAT BATTLE IN THE ARDENNES BULGE: A BRITISH TANK SMASHES THROUGH A LINE OF BLAZING VEHICLES FULL OF EXPLODING AMMUNITION, in order to clear a way for an ambulance convoy with wounded British soldiers

This dramatic photograph records the gallantry of a sergeant from Lancashire—Sergeant Joe Brown, of the Royal Armoured Corps, of Wigan—during the bitter fighting around Laroche. An ambulance convoy, carrying a number of British soldiers wounded during the battle, was held up by infantry lorries which had been fired and were blazing on the crown of the narrow road. Regardless of the exploding ammunition, Sergeant Brown sent his tank crashing through the obstacles, scattering them to right and left and making a passage for the ambulances waiting behind. The fighting for the Laroche Gap was won by British troops: this narrow gorge covered the road out of the town. The Germans, armed with machine-guns and mortars, were located on the heights through which the troops had to pass to the south. They were driven out in the course of a desperate mountain battle by British grenades

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A WAR NEWSLETTER —No. 281

1, NEW OXFORD STREET, W.C.1.

BRITISH TROOPS MOVE UP TO THE ATTACK OF THE GERMANS IN THE BELGIAN SALIENT: On January 4 it was announced that British infantry and armoured units had taken part in the counter-offensive on the northern sides of the German "bulge," and that they had helped to stem the enemy's onrush towards the Meuse. This picture was taken as British infantry were moving up to the start line for the attack on the Nazis in the vital Marche area. They were supported in the ensuing battle by tanks and light armoured units

Lifting Clouds.—The dimness of the Christmas 1944-45 holidays may now be acknowledged. The clouds are lifting a little; the light is filtering back in nature and in the Allied war situation. We may safely admit now that the clouds and fog of war were heavy and grievous. Once more we may hope that the worst is over. But that hope justifies *no one* in rash prophecy or wishful thinking or complacency. The war correspondents and arm-chair strategists need a special reminder of this. For already they have begun again to paint their rosy pictures. The public and politicians have had a sharp lesson in regard to wishful thinking and the use of private axes; and it is in evidence in America, and not too soon. The clouds have somewhat lifted. MacArthur and his great army are well established on the mainland of Luzon and already threaten Manila. The battle may be long and costly, but the end is sure. The Japanese structure of aggression is split in two. And Mandalay should soon be again in Allied hands. In the West also, the failure of Rundstedt's great and dangerous thrust is now acknowledged. The salient to the Meuse is reduced, and the great army secretly collected from the Nazis' best troops has had a bad mauling and got nothing of strategic importance for its pains. If the Nazis have gained time by deferring our assaults on the Reich, they have paid for the commodity in coin perhaps more valuable to them. For Rundstedt's great attempt, costly to the Allies as to the Nazis, brought us a great and invaluable lesson—never to relax, never to underrate the enemy's power, never to forget the need of Allied loyalty and tongue-discipline to meet those even more dangerous Nazi assaults by lies and innuendo, the last forlorn hope of sowing dissension among the Allies. If we *have* learned these lessons and remember them, we may soon now reap a harvest from the Nazi failure, for in the East the end of the Budapest battles—as grim as any since Stalingrad—must open the gates to Austria and Silesia; and at long last we may hope that the dams in the line in East Prussia and Poland will burst also. When that happens, Hitler may learn that he could not afford to buy time with tanks. But if we neglect the lessons of Christmas 1944, we may well have another bitter reminder at Christmas 1945. Yes, indeed we may . . . and that fearful possibility should give pause even to MacCormick.

The Chivalry of Field-Marshal Montgomery.—As a general rule, I suppose, the less a man of action says, the better; and the safer for his reputation. I never saw Field-Marshal Montgomery, but I am always pleased by his public utterances. Unlike those of many statesmen, these usually issue only when needed, and they are instinct with confidence, religion, humanity and conciliation (or tact). I fancy that the first of these qualities is *sine qua non* in a General in the field, and must be given expression at all critical junctures. If you want a recipe for this popular Paladin, you might mix "in a pipkin or crucible" elements of Cromwell, of Gordon, John Moore and B.-P., with a pinch of your favourite spell-binders in the fields of religion and commerce, and the residuum will produce a General who will inspire confidence at home and at the front; and a first-rate diplomat as well. I admit that when Montgomery gives the O.K., it's O.K. by me. And nothing could have been more apt at this juncture than his unqualified division of the success of the blunting of Rundstedt's great thrust between God and the Americans. The British armies under his command would appreciate the point perfectly clearly and welcome his expressions of total loyalty to Eisenhower and respect for Rundstedt's ability. This Field-Marshal is a great General who still respects the ancient chivalries of war. I dare say he might not be every other General's cup of tea. But I should say that, among the Allied leaders in black coats or battledress, his actions and words during this war have alike been unexceptionable and uniformly right and apt. He has kept loyalty alive among the Allies, and has never failed to remind all of us at home or at the front that our cause is noble and our duty to match that nobility is urgent and clear.

Russia — *the Coup de Grâce*?—Russian publicists, whose voices we regard as official, have been allowed to describe the new great thrust into the still-unliberated areas of Poland as the first stage of one of several mighty thrusts which will co-ordinate into the final advance of Stalin to the heart of Nazism. This, they have said, is the beginning of their *coup de grâce*, which will put *finis* to Fascism and war. There in Poland, there west of Budapest, in East Prussia, in the Northern States, through Austria and Silesia, they mean to push forward towards Berlin. At the best of it, these voices confidently announce, they have begun to finish with the war. At the worst of it, they have begun their *last* great winter campaign. It has come a little later than was expected. Their confidence is not without qualification. This, they say, may be the beginning of the end, provided their Western allies can now co-ordinate the general advance or attack on every front simultaneously. Conditions and events in the West and in the East have not often in this vast-fronted war *canalised* a united advance. It has been something of a tragedy that so often the west has been bogged down while the east faced the cream of Nazi reserves, and vice versa. It remains now to see if Rundstedt's late thrust has once more brought about this tragedy for the Allies and this relief and reprieve for the Nazis. This we know—it will not be from lack of trying, or from failure to see the importance of instant co-operation, if Eisenhower fails, or Alexander fails, to march forward with Stalin to Berlin victory and peace. Now is the time; this is the hour of the Allies, if by any means, in the face of all difficulties and despite recent set-backs, the West and South can march in step with the east to the final reckoning.

Cold Feet on Poland.—Blessings and purses (well lined) await the first reader who can supply me with a cure for chronic cold feet. I mean physical, not moral, cold feet. The only conditions I make are: the cure must not be electrical, and it is quite useless to suggest heavy woollen socks, silk socks, lamb's-wool inner soles or boots two sizes too large or wooden clogs, or draught-proof floorboards. All these remedies have been tried or are impracticable. As for moral "cold feet," I don't think that the British race in the past few years has any reason to scream for a remedy or cure. Every kind of circumstance, and many a prolix pundit since 1938 or so have done their best to make our flesh creep "for our own good," and, on the whole, we have refused to have cold feet about actual or possible horrors. If exceptionally, like Lord Cecil, I admit moral cold feet about the Russo-British premature *entente* concerning the future frontiers of Poland, I may console myself with the admission that I know nothing about the subject. Perhaps if a new League of Nations with a really effective police force ever does emerge from the present chaos, it may be able to prevent the seeds of war from germinating even in ground so fertile as this. No one will persuade me that powerful and victorious nations can uproot and evacuate 5,000,000 people from the lands and homes of their fathers without engendering hatred, bitterness and revenge by mass production. Meanwhile, I remain the victim of chronic, physical cold feet, and in this question of Poland of moral cold feet. And I rather think a cure for the first may be easier found than a cure for the second. Which is no great evidence of optimism. "After all," say the robust apologists and realists, in defending this *entente*, "the mass evacuation of millions of nationals from their homes is what the Nazis have been doing for years." What an argument! By it we could justify a world massacre of Jewry, if it seemed to suit our book. Pulling wool over our eyes as an excellent substitute for putting it under our soles? The cold feet are not to be cured that way.

Brains Trust Holiday?—The B.B.C. have shown remarkable consistency about this Brains Trust feature, and, as it keeps its finger on the pulse of majority opinion among its listeners, we should no doubt attribute this consistency to the public. Yet I cannot help thinking that this popular feature should be deleted for a space or be rejuvenated by new blood. For so long a time it has advertised the cleverness of so very small a clique of "clever" people that there is a real danger that the idea may grow that the Brains Trust has on its board all the best brains we can compass. ["Is this the *best* claret, Mary?" "The best you 've *got*, Sir."] I do not think that this is true. I hope it is not true. True or false, it is not good "propaganda" for Britain that this idea should spread at a vital juncture when we have need to show to the world all the guns we can carry. I agree that a majority of Brains Trust fans enjoy the fun for its recreational, and not its intellectual, value. It is no doubt but another ITMA, nice clean fun, but by a band of amateurs, lacking the finish and swift movement of the professional show, a halting, stammering Tommy Handley, with the inevitable time-lags and bathos of an amateur production. Even so, or the more so, it might be well now to ring the changes.

National Gardens Scheme.—Those who intend once more to open their gardens in aid of the Queen's Institute of Nursing and District Nursing, must make their decision this year before the end of January. Last year, in face of increasing difficulties, this noble scheme brought in over £4,000, a wonderful result considering. The scheme has of late years, owing to lack of petrol, depended much more on very local support, and those garden-owners who have shown the best results relied on the loyalty of their neighbours, employing that polite and justifiable "blackmail" of a cup of tea and a bun and a little gossip thrown in. Those whose gardens ran to it increased the revenue by selling surplus vegetables. One county last year did well by *beflagging* (with flags laid in for peace!) those gardens visible from bus routes, on the opening days. Those of us who intend to open our gardens this summer might consider this light-hearted device and act of faith, if conditions warrant it when our "day" comes round. The great thing is to come into the scheme.

THE OLD STAGER

THE CAPTURE OF LAROCHE

—Communications Centre in the German Bulge

IN LAROCHE, JUST AFTER ITS CAPTURE BY THE AMERICANS UNDER FIELD-MARSHAL MONTGOMERY: Infantry working through the town in search of German snipers. Laroche was abandoned by the enemy on the 10th: American patrols entered on that day, but the town was not occupied completely till the following morning. Meanwhile, other Allied troops had been advancing farther to the east, until the walls of the "bulge" began to crumble, with the Germans pulling out fast towards Houffalize. Laroche was the most important point in the northern half of the German salient: with its capture, half of the recent German gains in the Ardennes had been won back by the Allies

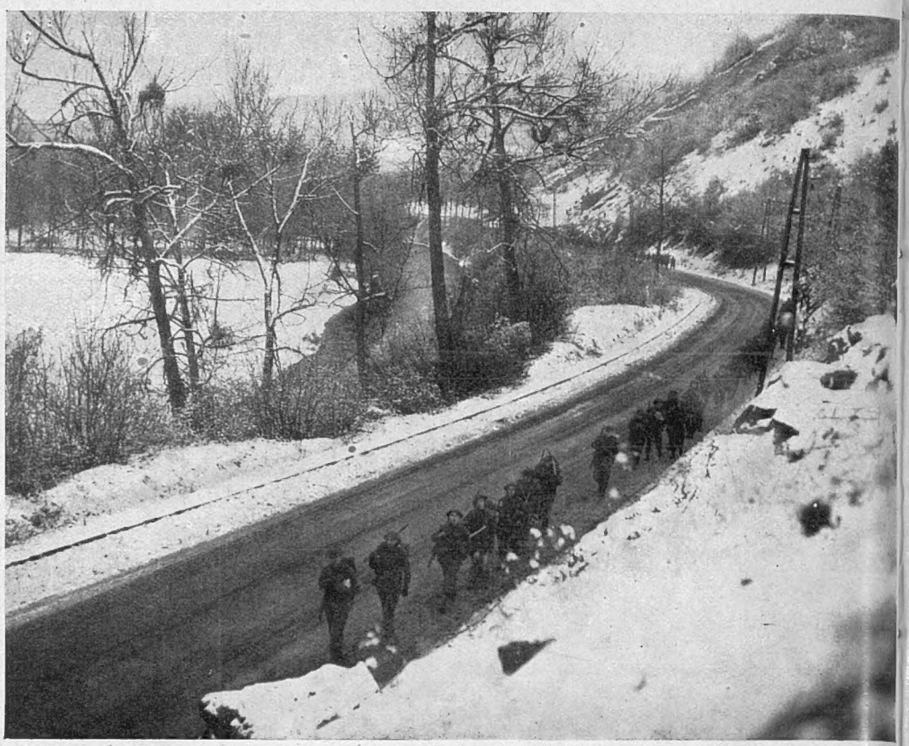
IN HOTTON, A RIVERSIDE VILLAGE ON THE WAY TO LAROCHE, showing British troops moving up to the attack: Before the latter town was captured, it was necessary to clear up the network of secondary roads winding through the mountains and forest regions. This work was carried out by parties of lorried infantry

AMERICAN ASSAULT TROOPS MOVE UP: Infantry of the First U.S. Army pass through the town of Fosse. They were moving up through the snows to join in the fighting to cut the supply route between St. Vith and Laroche. With the fall of the latter town, the attack at once swung round towards Houffalize

THE CAPTURE OF SAMREE, WHEREBY THE HUB OF THE GERMAN BULGE WAS DIRECTLY THREATENED. After a battle lasting for thirty-six hours, the Allied forces in the Ardennes captured the key village of Samree, east of Laroche. It stands on a ridge overlooking nine miles of rolling country towards Houffalize, which lies at the very heart and centre of the German salient into Belgium. This picture was taken as a battery of self-propelled guns were moving on to another battle zone after they had carried out a concentrated bombardment directed at Samree

From the SNOWY BATTLEFIELDS in BELGIUM—a Selection of the Latest Pictures from the British and American Fronts

THE EXTRA WORK BROUGHT ABOUT BY THE SNOWS: The men of the tank companies have taken to using whitewash on their armoured vehicles to make them blend with the white background. Here is an American M4 Sherman which has just been treated in this manner



THE TYPE OF COUNTRY IN THE ARDENNES through which our men have been fighting: the ground is very broken, with wooded hills which give every advantage to the Germans now on the defensive. Although the road here is a good one, this is not always the case in many other areas

A ROYAL TIGER TANK IS KNOCKED OUT: It had forced its way right in to Stavelot, key-point on the northern side of the salient, when it was destroyed by the American defenders of the town. Belgian civilians are examining the giant Mark VI with great interest after their return

ANOTHER ROYAL TIGER IS ABANDONED BY ITS OWNERS: This one ran out of petrol on the road from Stavelot, and its crew put out a white flag of surrender. When inspected later, it was found to be in almost perfect condition

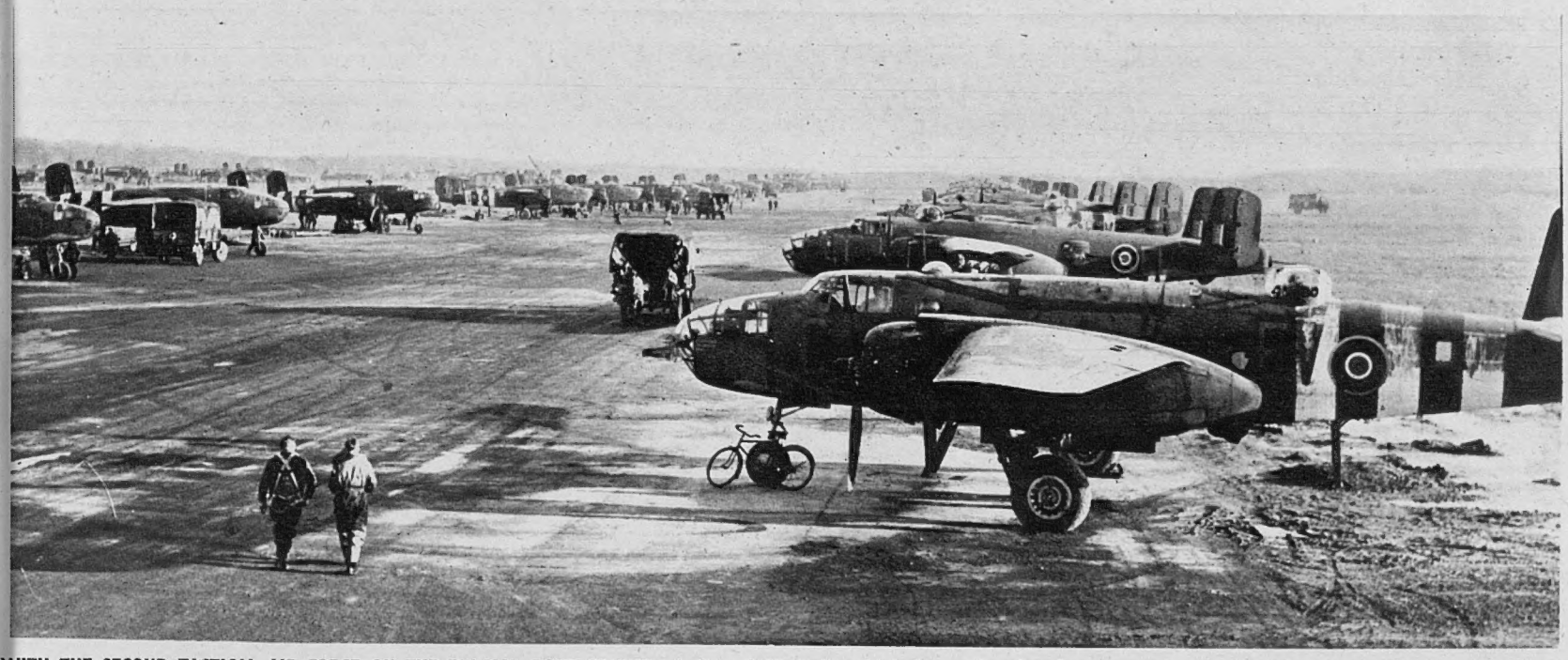
U.S. COMBAT ENGINEERS DESTROY A DISABLED GERMAN TANK: A load of T.N.T. is being placed within, so that it can be blown up. These disabled vehicles might otherwise be used by the Germans as pill-boxes in the event of an enemy counter-attack

THE BELGIAN TOWN OF STAVELOT, at the north side of the German "bulge." Most of the houses and public buildings are now in ruins after the very heavy fighting at this point. Across the Ambleve River in the distance are the German front lines, where the enemy continued to hold out after our counter-attacks

SPECIAL KIT FOR ALLIED TROOPS FIGHTING AMIDST THE SNOW IN THE ARDENNES FORESTS : These are members of a forward observer section of the field artillery of the 30th Division, who have now been issued with voluminous white capes of full length and white hoods, as winter camouflage among the Belgian snows whilst fighting in the Stavelot sector. The conditions here somewhat resemble those on the Russian front, where similar precautions have long been observed

AN AMERICAN PARATROOPER : One of the U.S. 101st Airborne Division, which held Bastogne for eight days until relieved. This man was guard at the Divisional Command Post

THE AMERICANS MAKE AWARDS TO BRITISH TANK MEN : The Buffs (Royal West Kents) fought on the Western Front under the command of the U.S. Army ; some of them were awarded American decorations, which were presented by General Simpson (G.O.C. of the Ninth Army), at a town just behind the fighting lines. Here the General is speaking to Trooper Lynn after having bestowed on him the Bronze Star



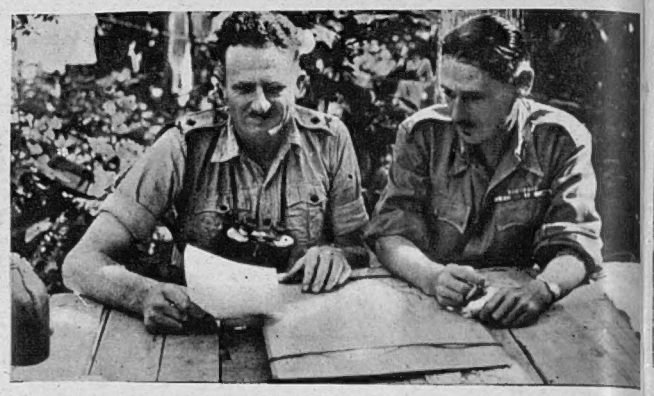
WITH THE SECOND TACTICAL AIR FORCE ON THE BELGIAN BATTLEFRONT : A line of Mitchells which have played a large part in the bombing of the German formations

On many aerodromes captured from the Germans which the Second T.A.F. is now using, amongst the wreckage of hangars and dumps blown up by the Germans before leaving, one sees our latest fighters and Typhoon rocket-firing planes being busily serviced to keep up the offensive and protect the troops day and night. Many German bomb dumps are to be found in great quantities hidden in the woods, and many huge bombs are being dug out and safely pulled away by tractor, to be disposed of by the Bomb Disposal Squads. German wrecked planes and camouflaged ones lie strewn over the aerodromes, and many of the hangars and workshops are to be seen camouflaged as farm buildings

THREE BRITISH BATTLE-ZONES

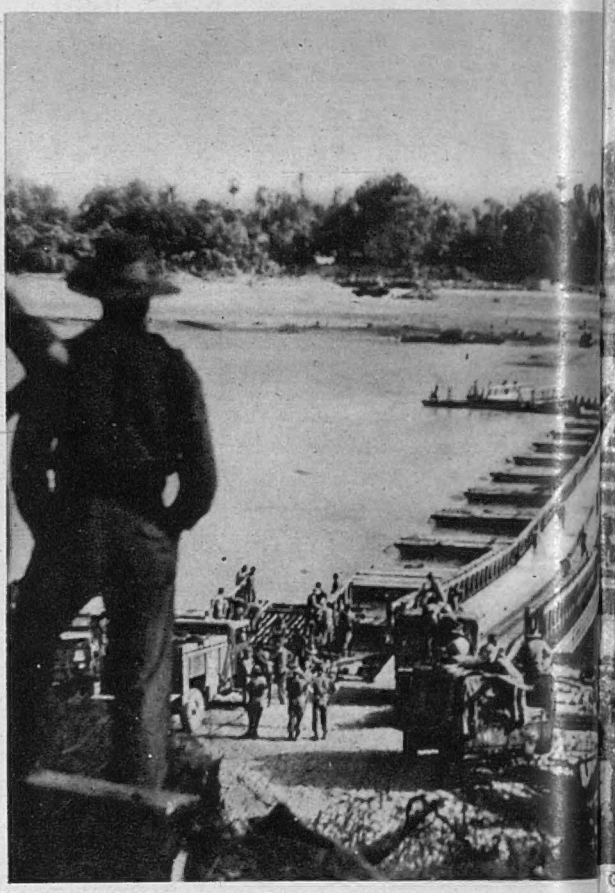
Italy, Burma and Greece, where Our Overseas Armies are Holding the Line

ON THE FIFTH ARMY FRONT IN ITALY: Amidst the snow and ice in the S. Clemente area, where the line has been static for some weeks. The weather in this sector has been bitterly cold, and troops just behind the line have built some weird abodes to keep out the wind and weather. The artillery have not been firing on the Germans around S. Clemente, as the lines are so close that this would immediately bring about retaliatory fire: consequently, the men have had ample time to construct winter quarters. This is the "house" built by a gunner from Ardwick, as one of a little group of similar buildings: it has water laid on—a stream, at the moment frozen, runs past the front door



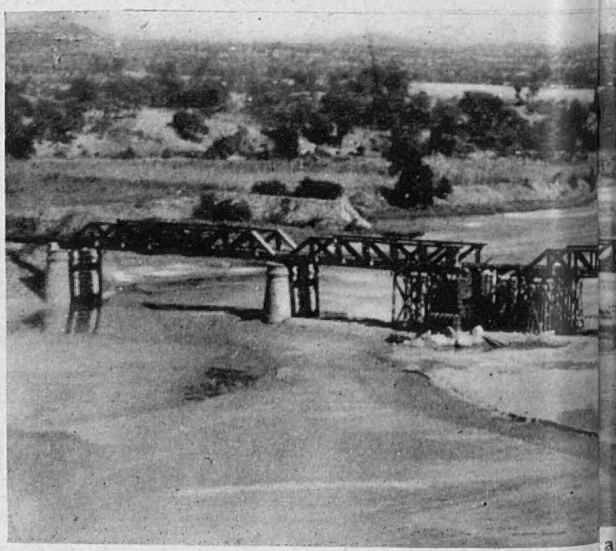
THE COMMANDER OF THE 36TH DIVISION at Indaw, in Burma: This picture was taken during the week ending December 22, after British troops had advanced from Indaw to link up with the 4th Corps near Baumauk, on the road to Mandalay. Here Major-General F. W. Festing, D.S.O., and a Brigadier (on right) are seen conferring during the course of this operation

GENERAL SIR BERNARD FREYBERG, V.C. (commanding the New Zealanders), stops to chat with an Eighth Army sergeant near Faenza: The town fell to the New Zealanders on December 16. It was very badly damaged, and bulldozers and Royal Engineers are now busily cleaning it up. The Germans left some snipers behind them and many mines, and they heavily mortared the town after its capture

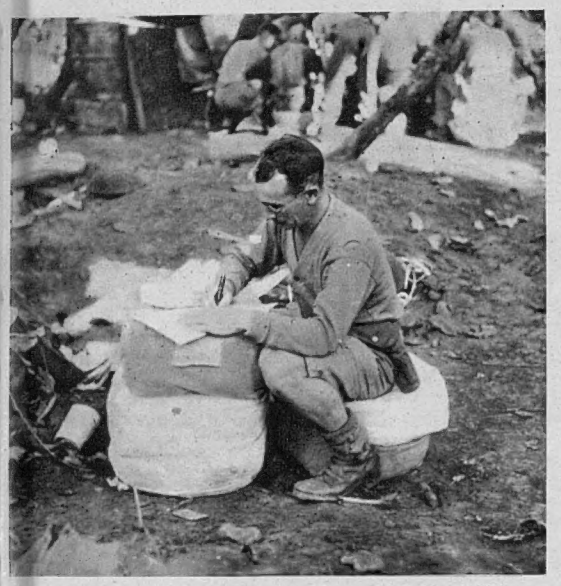


BRITISH SAPPERS BRIDGE THE RIVER CHINDWIN WITH THE WORL was under construction. Almost as soon as Askaris of the I important Chindwin River port, British sappers threw across the r so that the East Africans could establish a bridgehead on the east ba planned many months ago at the start of the Allied advance fr

ON THE ADRIATIC SECTOR: British troops prepare to clear the ground to the north of Faenza. Along this part of the Eighth Army front, our troops continue to make progress on both flanks of their positions along the River Senio. Opposition was found to be particularly strong near Rossetta, and the advance between the Rivers Lamone and Senio, to the north of Faenza, went on against stubborn German resistance. In this picture, Lieut. G. Sherman (who comes from Sutton, Surrey), in charge of a mortar platoon, is giving final instructions before beginning a shoot against an enemy position

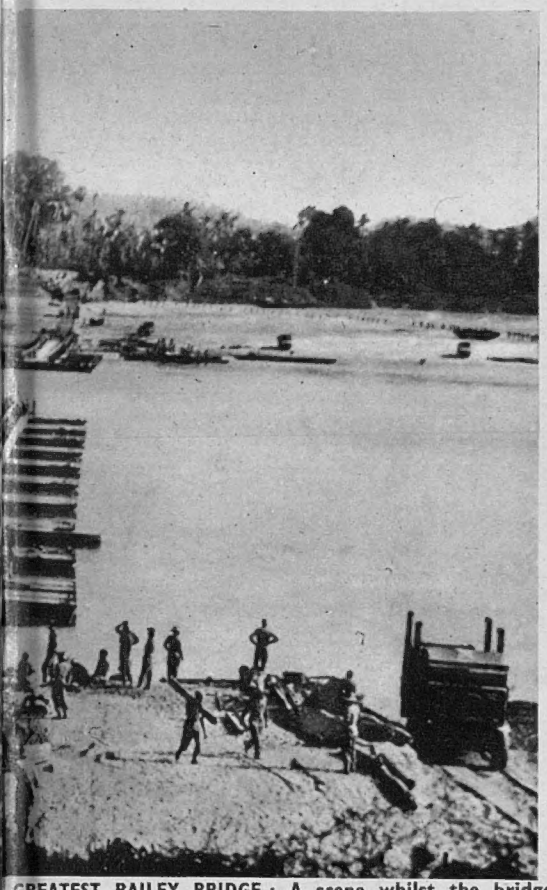


R.A.F. ATTACKS IN BURMA: Continued bombardment by Bri from many vital bases during the month of Decemb under the weight of bombs, one span being completely destroy advance. At no point in Burma



A LETTER HOME, written by Lieut. Melville Williams, of the South Wales Borderers (36th Division). A picture taken in the Pinwe area of Northern Burma during the advance of the Division to link up with units of General Slim's forces. Since the campaign opened in the middle of October, British and Chinese troops have recovered 9,000 square miles from the Japanese

IN ATHENS: BRITISH PARATROOPS JOIN IN DURING THE ATTACK ON THE CITY GASWORKS: On Christmas Eve, paratroops began an attack on the E.L.A.S. partisans in occupation of the Athens gasworks. The latter had not been operating for some time, owing to the fighting in the Greek capital. Street battles took place in the vicinity, and the paratroops had to clear a way through cratered roads and obstructions. In the craters, the partisans had sunk steel rails: civilians were called in to remove these while the paratroops behind massed for the final attack



GREATEST BAILEY BRIDGE: A scene whilst the bridge East African Division had occupied Kalewa, the strategically the largest pontoon Bailey Bridge used in any theatre of war. Three hundred and sixty-five yards long, the bridge was Imphal, so that everything would be complete when necessary

FIELD-MARSHAL ALEXANDER VISITS THE AIRBORNE TROOPS IN ATHENS: The Supreme Commander paid a surprise visit to a Parachute unit during Mr. Winston Churchill's stay in Athens. Here he is seen on the "tower" at the east end of the great rock overlooking the city and watching enemy movements in the burning area below

and American aircraft has been one of the major factors in forcing Japanese withdrawals This bridge across the Wam Chaung at Natmauk was attacked by the R.A.F.: it collapsed in the centre It was an important link in the Japanese supply lines to their troops striving to hold up the British the Japs secure from attacks such as these by the powerful Allied air forces

FOOD-SHIPS STILL ARRIVE IN GREECE, DESPITE THE FIGHTING: Despite the difficulties raised by the recent fighting, food-ships have continued to arrive. To cope with the food shortage in the free area of Athens (with a population of 75,000), Military Liaison set up soup kitchens. On the first day, December 20, they fed some 10,000 people

THE REDCOATS PREFERRED WINTER QUARTERS

A Parallel between Modern Operations on the Continent and the Campaign of John Churchill, Duke of Marlborough, in 1702

By FERDINAND TUOHY

WHEN Field-Marshal Montgomery (in his own words) "took certain steps to ensure that if the Germans got to the Meuse, they would certainly not get over it," how military history hovered about his tracks!

The Meuse between Dinant and Maastricht has for centuries been one of Europe's decisive battle-grounds. Time and again the armies of France, the Netherlands, Britain, Austria, Bavaria, the German States and Principalities, even of Denmark and Spain, clashed on this river section. In our time, Plumer crossed near by on his way to Cologne, and Imperial and Nazi Germany each made sure of felling Belgians or Dutch here on the Meuse.

For Americans it is an introduction (though the Doughboys of November 1918 were pulled up by the Armistice only just short, in the French Ardennes). But British troops who moved to the Dinant-Liége bridges when their fascinating individualist of a commander felt impelled to act, could draw inspiration from the knowledge that they fought over ground for ever illustrious in military annals by reason of some of Marlborough's most brilliant campaigning.

John Churchill began his conquest of the Low Countries from Nijmegen, and by the end of his first (1702) campaign had captured every fortress on the river, down to Huy and including Liége. Thereafter the Meuse was much of a strategic backbone to him: he was always returning to it. As after Blenheim. And it was from the Meuse that he forced the lines of Brabant and, in the sequel, won Ramillies.

One of Marlborough's periodical "great designs" was remarkably like Rundstedt's, for lack of Dutch sanction alone prevented him from trying to crash through to Antwerp from the Meuse. On the other hand, Rundstedt's December offensive could not have happened in Marlborough's time, and the fact epitomises the difference between winter war as our men are experiencing it on the Belgo-Dutch front and the circumstances under which their forefathers held the very same towns and strong-points.

Whatever their greater suffering from wounds and disease (which carried off half of all inflicted) and from roughest hardship in the campaigning months, winter came as a benign release to Marlborough's redcoats, who, approximately from November to April, were "dispersed in winter quarters." This meant that in Venlo, Guelders, Maastricht, Liége and a dozen other fortified places, they could be snug and make merry in the certainty that no Marshal Boufflers or Villeroy would descend upon them.

It just wasn't done to fight in winter, and the opposing commanders scrupulously respected the engagement. The gentlemanly understanding extended to safe-conducts being given to officers through their opponents' lines, so that they might go on furlough. For it fell out that Frenchmen would have the Allies between them and their own country, and the English have Frenchmen between them and the coast.

On one celebrated occasion Marlborough was captured while on his way on leave. But that was due to an incident utterly outside the code: his "yacht" was pulled to the side, at Guelders, by a freebooting party. The Duke posed as his brother, General Churchill, but whether the "bandit" leader was really taken in is very doubtful. More likely did Marlborough gold operate. At all events, the Duke's release radically changed history.

The rank and file got no leave and expected none. Many of Marlborough's men went right through the Seven Years War without seeing England, though it lay less than 100 miles across the sea. Among the few shipped from Antwerp to London were the maimed and diseased, and a trickle of long-serving N.C.O.s and specially-commended men. Such would be the "old soldiers" telling in country inns of the glorious victories won by their legendary hero, "Corporal John," to an England of 5,000,000 inhabitants who learnt little else about the war.

"Winter quarters" at the front had two presiding characteristics, which we should call the build-up and "hitting it up." Under the former came the strengthening of defences, marching to keep fit, fire-power exercises (in which the Duke worked a revolution), and the collecting of supplies by foraging round the countryside and the shepherding-in of convoys from the base ports. There's a wealth of meaning in such a report as this: "Another convoy of munitions, brandy, salt and other necessities arrived." It meant that winter garrisons lived mainly off the country, doing themselves proud and making up for the biscuits and bread-wagons which formed the basis of their diet during operations.

Only in exceptional circumstances were hard campaigning rations departed from. As, for instance, when a Colonel Pascal was called upon to hold Brussels at a critical moment with only 6,000 men, when he "animated his troops by a daily distribution to each soldier of one pound of flesh, two quarts of beer and four glasses of brandy." (Brussels was held.)

As for the relaxing—well, those were the days of the rude and licentious soldiery. Carousal, love-making and gambling were the principal distractions. The English gambled on everything in those days. A good deal of the carousing was done on wine, not beer, and it led on to sing-songs and rough "hops," as in one scene of the *Kermesse Héroique*, Hollywood glamorification of winter quarters, with Spaniards instead of redcoats. The latter chewed their tobacco (cigarettes were yet 100 years off). Being largely illiterate, they hadn't much else to fall back upon. No books or newspapers and only the rarest scribblings from home.

So, while the officers hunted and gambled, drank sack and fine wines, and condescended at balls and receptions given by the local "quality," the men drank the winter through, waxing uproarious round blazing log fires and furthering their feminine acquaintance. Not a few married and founded families in these Meuse strongholds, traces of whose names are to be met with to this day.

The process of de-hibernation usually began late in each March, when Marlborough would go on a tour of reviewing and inspecting. There wasn't much spit and polish, yet the Duke insisted on his redcoats looking keen and invigorated, and to aid the process he talked to them about what he particularly desired in impending operations.

Such were winter quarters, last military relic of the Middle Ages, until modern times stepped in—likewise on the Meuse—with a disastrous event experienced and recounted by a certain young Colonel Wellesley of the Thirty-third.

Wrote the future Wellington from the Waal 150 years ago almost to the day: "I think it impossible for any troops (even the French) to keep the field in this savage weather. As soon as their intentions are decided, I intend to go to England. . . . We turn out once, sometimes twice every night; the officers and men are harassed to death. I have not had my clothes off my back for a long time, and generally spend the greater part of the night upon the bank of the river."

However, by day the French were more accommodating. "They are perpetually chattering with our officers and soldiers, and ready to oblige on request with lively performances of the *Carmagnole*."

Was that bawling of "Ca ira" by these revolutionary ones part of the lulling practised on the Duke of York? At any rate, the French broke, apparently for the first time, the "winter-quarters" understanding, and with such effect that only British officers, no men, eventually reached England via the mouth of the Ems. The Dutch disbanded on the spot after one Anglo-Dutch stand at Arnheim.

To-day along the wintry Waal and Meuse, and in rear of them, our men have any number of things which would cause the ghosts of the redcoats to goggle. Wireless, non-stop mail, newspapers, cinemas, Ensa, entertainment and dances given by the troops themselves, games, leave to Brussels, Paris and even home. Valeting and buffet cars meet the successful candidates for "Blighty." Breakfast in bed in heated Paris and Brussels three-star hotels awaits the short-leave men.

And rations, clothing and health are much better than 240 years ago. The whole set-up, in fact, looks better for the Low Countries soldier of to-day, compared with the lot of his ancestor. Yet is this really so? Think:

All the winter through our men are out in the rainswept and featureless mud and water or crunching the snow on patrol; seeking the crudest creature comforts in roofless hamlets; maybe, with luck, "standing easy" in villages and towns behind the lines. There is really no respite from the enemy, and in his *Anatomy of Courage* Lord Moran notices the effect well:

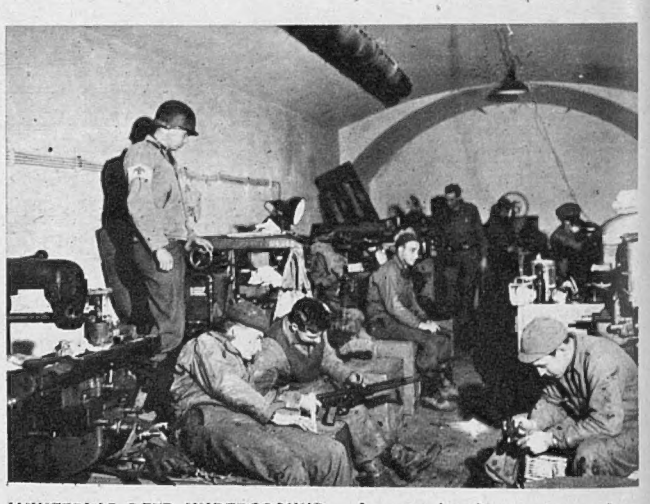
"The soldier's will is perhaps almost destroyed by intensive shelling, by heavy bombing, or by a bloody battle, or it is gradually used up by monotony, by exposure, by the loss of the support of stauncher spirits on whom he has come to depend, by physical exhaustion, by a wrong attitude to danger, to casualties, to war, to death itself."

These things are with our men all of the time (when not on leave or rather more agreeably sojourning behind the lines), and to crown matters a Rundstedt may rush upon them in darkest winter, any day.

For all their greater suffering and crudity of living, Marlborough's redcoats had their winters to themselves by genial arrangement with the enemy. I'm not sure they didn't have the best of the deal.

HOW THE LONG JOURNEY BACK TO ENGLAND BEGINS for the B.L.A. leave men. The scene at a tiny railway station in North-West Europe, as men from the Canadian Army board a local train for the first part of the journey back to "Blighty"

NEW WINTER JACKETS FOR BRITISH TROOPS: Special winter clothing, warm underwear and various types of weatherproof outer clothing have now been issued to the men in Belgium and Holland. These three kinds of jacket are for the use of jeep and other open-car drivers



WINTERING DEEP UNDERGROUND: A scene in the machine shop inside Fort Driant, near Metz, which has now been taken over by men of the Third U.S. Army, by whom it was captured on December 8

BITTER FIGHTING GOES ON INSIDE THE HUNGARIAN CAPITAL, each block of buildings being the scene of a pitched battle: here Soviet troops are seen surging forward against an enemy strong-point on one of the city heights, under covering fire from their comrades manning machine-guns on the parapet

THE BATTLE for BUDAPEST

Fierce Fighting Within the City Streets

It is now some weeks since the Russians first appeared at the approaches to the Hungarian capital; but so stubborn has been the German resistance that it was only at the turn of the year that fighting was actually reported to be taking place in the streets in the centre of the city. Following their usual tactics, Budapest was surrounded by the Red Army, which then closed in for the "kill," while other units were actually passing onwards to the west, cutting off all hope of rescue for the determined defenders thus isolated.

As the Russians drove in nearer to the heart of Budapest, they found every block of buildings a strong-point and every house a Nazi nest. By the end of last week, however, the Soviet tanks had reached Rakoczi Street—the "Oxford Street" of Budapest—and had begun the struggle for the last battle-scarred buildings remaining in German hands. At that moment, three-quarters of the city had been captured and half of the garrison of 100,000 had been knocked out.

WORKING THROUGH THE BUDAPEST SUBURBS: A concentrated attack by Red Army troops on a German stronghold established amongst the small dwelling-houses. The Russians are on the higher ground and firing down on the enemy

IN A STREET IN BUDAPEST: Soviet tommy-gunners are preparing to rush an enemy post while others give them covering fire. Note the hastily-improvised street barricade put up by the Germans on the left

A SOVIET PLANE FLIES OVER THE HUNGARIAN CAPITAL: Owing to their commitments elsewhere, the "Luftwaffe" have not been very evident in defence of Budapest, although elsewhere along the eastern front numbers of their aircraft have been participating in the battle

HOW THE SOVIET TANKS AND INFANTRY MADE THE APPROACH TO BUDAPEST: A picture taken whilst the Red Army was crossing the plains up to the city walls

A GROUP OF GERMAN PRISONERS captured during the bitter fighting for Budapest—some of them quite young boys, and many below the average for German fighting men

WINTER CONVOY

Hard Weather on the North Atlantic Supply Routes

A New Series of Admiralty Pictures

IF the weather of the past few weeks has been bad in the English Channel and around Britain generally, it does not take much imagination to appreciate the hardships of the Royal and Merchant Navies on the convoy routes in the North Atlantic and on the supply line to Russia. With the coming of the winter their task is an unenviable one indeed, ploughing through icy seas, often in darkness, and enveloped in the intense cold of the Arctic latitudes.

The number of British warships employed on escort duties on the convoy routes has never been disclosed by the Admiralty, but it must be considerable, the vessels ranging from battleships and aircraft-carriers down to the lowly (but important) trawler.

The pictures given here have been taken during recent voyages in far northern waters; they show scenes of wind and weather during the course of these unspectacular, but intensely vital, operations.

MEMBERS OF A DESTROYER'S CREW CLEARING THE FROZEN FORECASTLE. The ice formed by the spray "grows" so quickly on the decks that it has to be chipped away from rails and gun-barrels. Often a vessel will carry many hundreds of tons of additional weight which must be freed in the manner shown here

IN FAR NORTHERN LATITUDES (as on the route to Russia) the ice will often grow to many inches in thickness. When the hot-water sprays cannot be used, it has to be cleared by hand

THE ARCTIC SUIT WORN BY DESTROYER CREWS ON WINTER CONVOYS. Icy gales and heavy seas sending up showers of spray can only be faced in the special protective suits issued by the Royal Navy

AS THE SHIPS OF THE CONVOY PLOUGH THEIR WAY THROUGH THE ICY SEAS, THE ESCORT VESSELS KEEP UNCEASING WATCH FOR ENEMY U-BOATS. As soon as one is located, destroyers and corvettes and trawlers all join in the hunt and sow a pattern of depth-charges around the submarine. The charges detonate with a roar and send up great masses of water; the throwers are located at the stern of the destroyers and corvettes, and can be operated with considerable speed

HER HULL HALF BURIED IN A GREAT SWELL, H.M. TRAWLER "NORTHERN PRIDE" STEAMS STEADILY ON. These swells often run at a great height, sweeping as they do half across the world. "Northern Pride" is a vessel of 655 tons, built in 1936 as one of a class of fourteen: she has been fitted out for rescue duties and would go to the aid of any merchantman hit by a torpedo or by enemy aircraft, whilst the rest of the convoy maintain their course

MERCHANTMEN OF THE CONVOY IN HEAVY WEATHER. With a following wind the big ships, laden with food and war equipment, are frequently thrown over on to their beams under the force of wave and weather

LOOKING OVER A DESTROYER'S SIDE as she speeds through the seas. The angle of the ship can be appreciated by reference to the horizon. Note the power-launch on the lower deck

A BIG WAVE ROARS PAST THE CONVOY, FOLLOWED BY A BITING WIND WHICH WHIPS IT UP INTO FOAM. The ships are here steaming into the wind and thus getting the full force of the gale. When in convoy each merchantman has its allotted position, widely spaced apart, to offer as few targets to a lurking submarine as possible. Out on the flanks the escort vessels maintain a constant patrol

A SCENE NEVER BEFORE PARALLELED IN FLYING HISTORY: THE FLEET OF C47 DAKOTA TRANSPORTS in formation over the Bastogne area, where they dropped supplies by parachute to the men of the 101st Airborne Division, who held out against the Germans for eight days of bitter fighting. In four days, 342 aircraft and 50 gliders were employed on this epic and successful feat

ONE OF THE CASUALTIES: A C47 Dakota after it had been crash-landed by its pilot on a snow-covered field in Belgium, after having dropped its supplies to the defenders of Bastogne

A CHAPTER in AIR HISTORY

The Air Relief of Bastogne During the Battle of the Salient

The air relief of Bastogne made history. It was the greatest Allied air-supply effort ever made in the European theatre—and it resulted in victory for the American 101st Airborne Division. In four days (after the fog and mist over the battlefield had lifted) the First Allied Airborne Army sent 342 twin-engined Dakota transport planes to the area, and more than fifty gliders were towed by other Dakotas to land inside the ever-narrowing perimeter with their precious supplies.

In Bastogne, the American casualties were being tended by three doctors, who worked day and night. When they signalled that drugs were urgently needed, gliders were sent in with surgical teams and first-aid personnel, as well as with the normal supplies. On the following day other gliders landed with signal equipment, medical supplies and ammunition of all calibre. Thus nourished, the garrison was able to hold out until other forces pressing from the south advanced 10 miles in five days to effect contact, after a siege lasting for eight days.

THE RELIEF OF BASTOGNE BY GLIDER: THREE AMERICAN DOCTORS ATTENDED TO THE WOUNDED DURING THE SIEGE OF THIS KEY-POINT: They worked day and night. After they had reported that they had plenty of equipment but were short of drugs, the last-named were sent in by glider. This picture shows the scene within the Bastogne perimeter as the Hadrian gliders were towed over the area by Dakota transports and cast off just above the hospital—*Drawing by Roland Davies*

THE "LUFTWAFFE'S" SUDDEN ATTACK ON OUR FORWARD AIRFIELDS IN BELGIUM: Pilots and ground staff rush to get the Allied machines airborne even while the German attack was in progress—*Drawing by Roland Davies*

The GAMBLE by the "LUFTWAFFE"

On January 1 the German *Luftwaffe* decided to take action against the R.A.F. and American airfields just behind the Western Front. They sent over a big force of fighters to strafe our aircraft on the ground, hoping to achieve surprise and to do great damage before our own fighters could reply. Focke-Wulf and Messerschmitt aircraft were employed by the enemy, amongst the latter being some of the new jet-propelled Me. 262's. In the result, however, the Germans got more than they bargained for. Even while the attacks were in progress, Thunderbolts and Mustangs took the air and were soon in hot pursuit of the attackers: twelve of the Mustangs, whose engines were being warmed-up on the runways, took off and were in action even before their wheels had been retracted: their guns were blazing before they had reached the end of the runway. Allied pilots got 155 enemy planes, and British and American anti-aircraft gunners claimed another 209 in fighting which extended from Holland to the German salient. The enemy claimed "at least 300" of our planes—although how this figure could have been arrived at so promptly it is difficult to see!

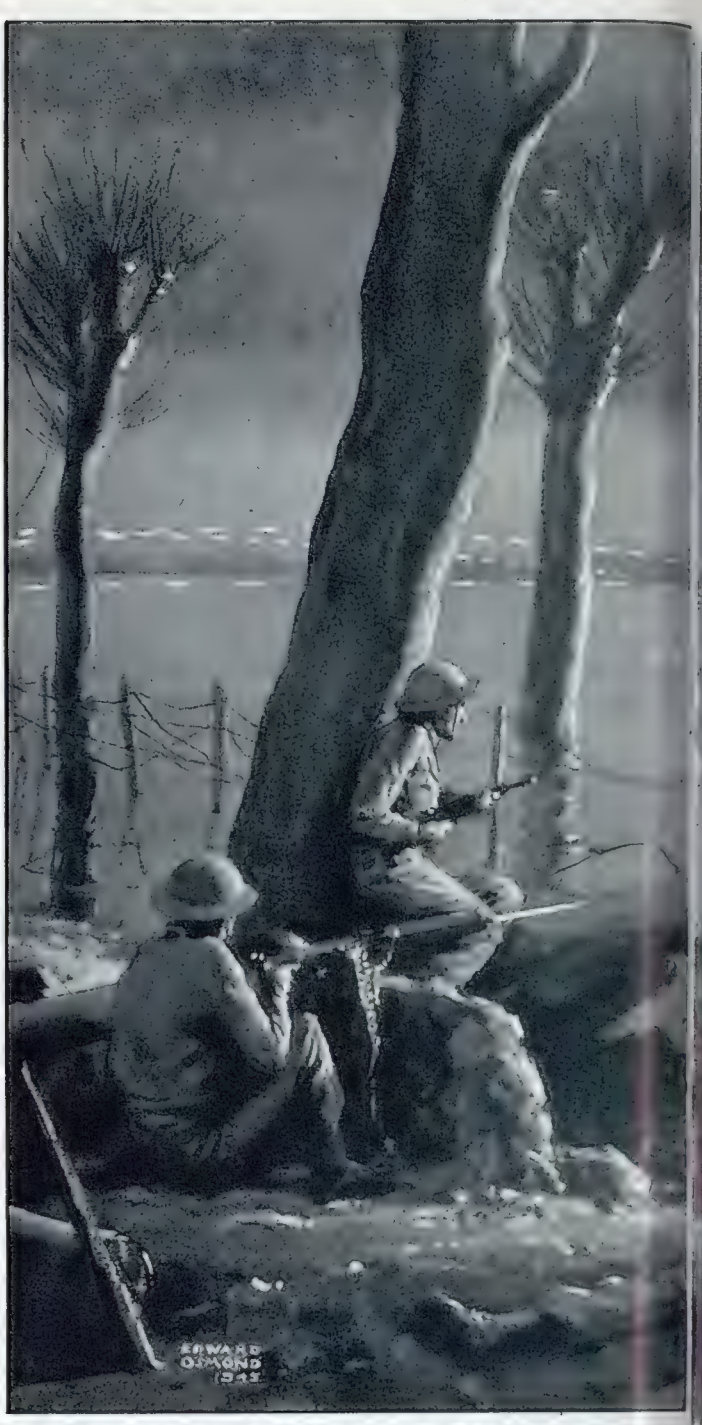
Below—**MUSTANGS TAKE OFF (with their wheels still down) while the German Focke-Wulfs and Me. 262's were still attacking their airfield**
—*Drawing by Roland Davies*

NEW YEAR'S DAY ON THE WESTERN FRONT : A scene in a British sector, as men gather round a fire in the open. In the background, is the entrance to one of the fox-holes which forms their temporary home

FIGHTING IN BITTER WEATHER

Along the Maas and Around the German Salient into Belgium

—Two Special *Sphere* Drawings



***Below*—THROUGH THE ARDENNES FOREST TO THE SOUTHERN EDGE OF THE GERMAN SALIENT : General Patton's men fight their way through snowstorms and tall pine forests towards the Bastogne area**—*Drawing by W. G. Whitaker*

The country through which General Patton's men advanced is on the west side of the Ardennes, and is sometimes called the "Belgian Alps." Snow had fallen and the cold was intense. Every forest and every wood had to be cleared out : the enemy had also constructed road-blocks behind which they put up a stout defence. There was little comfort for the foot-soldiers, who had to brave some of the coldest weather yet experienced in the war. American troops now going into action have been supplied with heavy cowls and are dressed in new "combat suits." These thick, windproof, one-piece costumes enable them to dispense with great-coats even in the severest weather

AT THE NORTHERN END OF THE BRITISH LINE: MONTGOMERY'S MEN RESIST THE GERMAN THRUSTS ACROSS THE RIVER MAAS, where the enemy have been trying to swarm over in assault boats and in parties of some thirty to forty in strength—*Drawing by Edward Osmond*
Whilst the main conflict was raging around the German salient into Belgium, the Nazis heightened their patrol activity farther north in the region of the flooded River Maas. In this difficult territory, the German patrols—thirty to forty strong—swarmed across the river at more than half-a-dozen points, in daylight and during the night. The crossings were made in assault boats along the northern stretch of the Maas and at Venlo. They were all "baiting parties," sent to identify Field-Marshal Montgomery's positions and to find out his strength. All the patrols were beaten up and suffered casualties, and were driven back across the river by the British defenders

A FORWARD AMERICAN POSITION IN A FOREST ON THE SEVENTH ARMY'S FRONT: A scene in the Bienewald forest, through which General Patch's men fought their way after the crossing of the Lauter River. A telephone operator is here seen sending a message from his fox-hole among the trees

AT THE EDGE OF THE GERMAN SALIENT: American infantry, who had been ordered to dig in and await the word to advance, do so along the hedge bordering a large Belgian field. The small trenches give protection from shells and also render the men less conspicuous to enemy snipers

GERMAN PANTHER, captured intact by men of the U.S. 101st Airborne Division as it attempted to enter the town of Bastogne: For a long time this type, and the original Tiger, served the Germans as their chief weapons of offence in their armoured drives against the Allies. It is still a very powerful weapon against our own Sherman and other tanks. In order to reinforce its armour, the German tank-men usually carry spare-links for the tracks on the front, in the manner shown in this photograph. Compared with the Royal Tiger, however, the Panther is a comparatively small vehicle

TANKS —THE NEW GERMAN ROYAL TIGER

Which Played a Big Part in the Recent Offensive by von Rundstedt in Belgium

Early in December 1944 the French in Alsace reported that they had destroyed a number of a new and improved German tank. This was the Royal Tiger, successor to the formidable Tiger already known to our armies on the Continent. The specimens knocked out in November were found to bear dates as late as November 15, thus indicating that they were going into service almost straight from the factories.

The original Tiger weighs well over 60 tons: it has a maximum speed of about 30 miles an hour and is thought to be very reliable mechanically. On its front the weight of armour is considerable; but the turret is hand-operated, so that the tank cannot hit out with the freedom or speed demanded in modern battles. In the Royal Tiger, most of these defects have been overcome.

It mounts an improved version of the 88-mm. gun, and sometimes a 105-mm. of terrific hitting power. In place of the hand-operated turret of the ordinary Tiger, the new version is fitted with a power-operated turret: the frontal armour, too, has been increased and is now thought to have a thickness of 12 in. All in all, it is a heavier and better-armoured and better-armed vehicle.

Its great weight compares with the Sherman's 35-40 tons. The tracks are enormously wide, as, indeed, is shown in the two photographs reproduced below: these prevent it sinking into the ground when traversing difficult country or only partially made-up roads. Another point of considerable interest is its low build, which makes it a difficult silhouette for attacking tanks or artillery.

So far as is known, the number of Royal Tigers in use at the present moment is still comparatively small. During the advance towards the Meuse, von Rundstedt used a number of them and suffered considerable losses. But there is no doubt as to the new tank's general supremacy on the field of battle. With the Royal Tiger, the Germans are, of course, using the original type (which has proved very valuable in action) and the Panther: these have so far formed the spearhead of his armoured columns.

THE APPEARANCE OF THE GERMAN ROYAL TIGER TANKS ON THE BATTLE F... are reputed to have a gun of 105-mm. calibre and a frontal armour 12 in... Allied counter-attacks against the flank of von Rundstedt's "bulge." In this ... of the disabled German monsters knocked-out where it to...

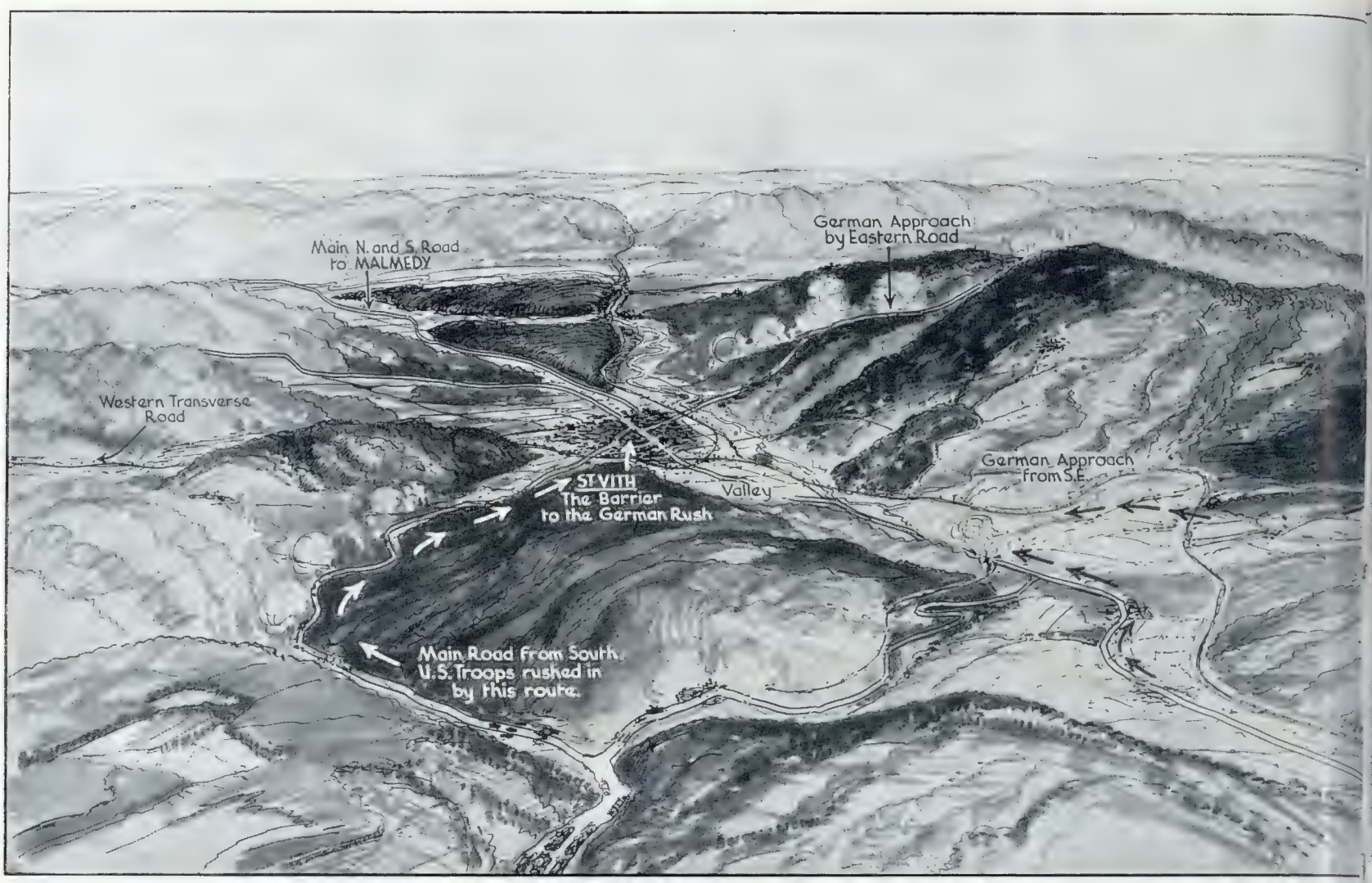
FRONT VIEW OF A ROYAL TIGER, showing the enormously wide tracks, the solid armour plate in front and the power-operated turret mounting a very heavy gun of terrific hitting power. These tanks are now going into the fighting line almost straight from the German factories

REAR VIEW OF A ROYAL TIGER, with one of its tracks blown off. It was still burning by the roadside as American troops re-entered La Gleize on the north side of von Rundstedt's big salient. This picture gives a very clear impression of the low build of the powerful fighting vehicle

FIELDS OF BELGIUM: THESE ARE THE MOST FORMIDABLE OF ARMOURED FIGHTING VEHICLES YET EVOLVED. They lack: nevertheless, a good number of them have already been destroyed, especially during the first stages of the thawing, a Sherman tank of General Patton's Third U.S. Army (loaded with infantry on its back) is passing one up position in a "hide-out" in an Ardennes wood—*Drawing by W. G. Whitaker* (see notes at left)

To give a better grip on the soft and muddy ground of Belgium, the tracks of British tanks are now being widened in the manner shown in the two pictures reproduced here. A steel shoe is added to each link so that they may negotiate ground that previously would have bogged them. With the shoes, the track has an additional width of 6 in.: by thus spreading the weight, and by giving the shoes a "scooping" effect, the tank can be hauled over a difficult terrain in a much more satisfactory manner. The method of attaching the shoes is shown in the picture on the right

On left and above—**STEEL "SHOES" for TANK TRACKS: A British idea for overcoming the soft ground encountered all over the present battle areas in Belgium**



THE EPIC DEFENCE OF ST. VITH, WHERE THE ALLIED FORCES MADE A BARRIER WHICH STOPPED THE GERMANS. The centre of the Nazi thrust spent itself here for a time, their columns having to pass impediment. American troops came up 100 miles from the south to help in the defence—Drawing

MORE ABOUT the BIG THRUST

And How it was Countered by the Allies

—Four Special Sphere Diagram-drawings

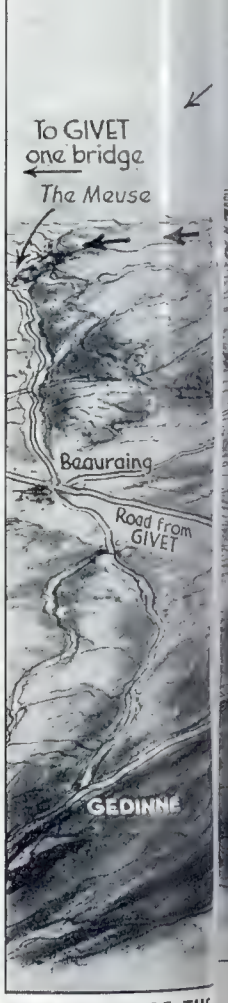
Amid the confusion of the onrush of the German offensive into Belgium, it was difficult to discover what opposition the enemy was meeting. It has since been made clear that the Germans were held up at three crucial positions, which actually broke their plan for a swift advance upon Liege, and the creation of chaos in the Allied rear. These three areas of resistance lay in the Malmedy-Stavelot sector, in the north of the salient; at Bastogne, in the south, and at St. Vith, on one of the few east-to-west main roads. The stubborn opposition of the American troops at St. Vith held up the German columns, which were bound to take this important road and rail centre to keep up rapid communication with their advanced forces.

The first mention of St. Vith came on December 18 from the Germans, who reported gains in the St. Vith area. Two columns approached it, one on a secondary road from the east, circling round the Schwartzermann, one of the heights of the Eifel volcanic massif, and the other on the main road from the south-east. They were both halted about four miles from their objective, which was held by the American 7th Armoured Division which had been hurried there on the first news of the break-through. It had made a journey of 100 miles at high speed. At once joining in battle with the enemy, it maintained a gallant delaying action for several days.

News came through of this bitter struggle in fragmentary fashion, but it is now known that some of the most severe fighting took place on the heights and roads around St. Vith. For some critical days the enemy was prevented from carrying out his initial intention, and Rundstedt was obliged to switch his forces towards the Meuse at Namur

A SECOND GERMAN THRUST EAST OF THE SAAR RIVER, IN THE REGION OF BITCHE—*Drawing by E. G. Lambert*

While the big thrust of the Germans into the Ardennes was taking place, another offensive movement developed in Alsace, east of the Saar region. This area is in the "shoulder" of French territory, where the frontier bends to almost east and west at Lauterbourg. The pressure was greatest in the region of Bitche and the Seventh U.S. Army forces had to give ground before the concentration of Germans brought against them. The area is heavily wooded up to Pirmacens, in German territory and beyond. To the south-east of Bitche lies Niederbronn and the bigger town of Hazenau from which the Seventh U.S. Army has been operating. The American forces also withdrew from Wissembourg, where an awkward position had been created



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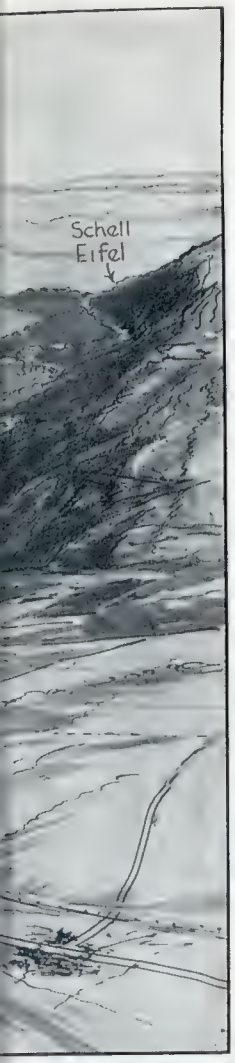
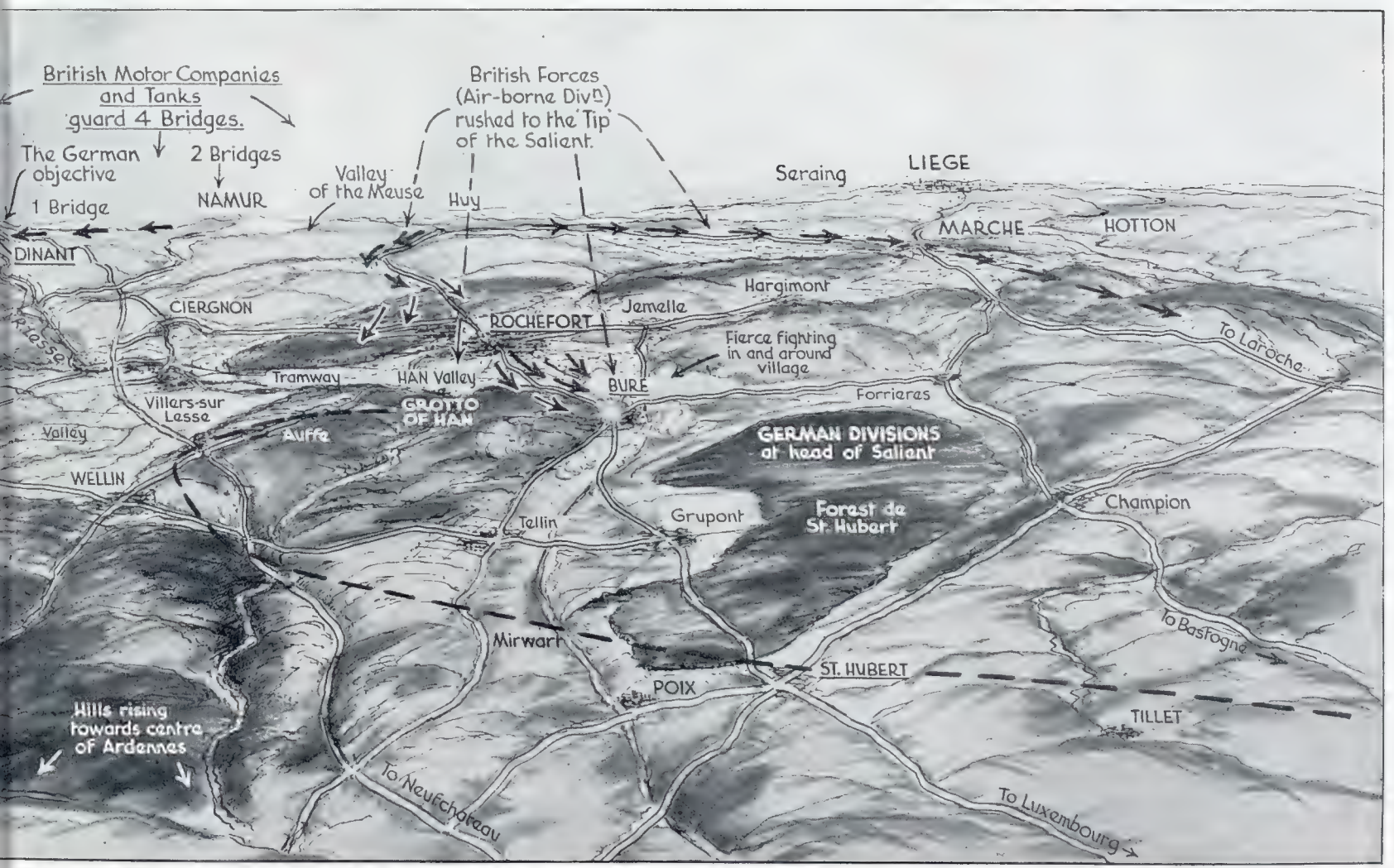


FIRST RUSH OF THE on both sides of this *by Percy Home*

THE RESISTANCE AT THE SOUTHERN "SHOULDER" OF THE SALIENT WHICH CANALISED THE GERMAN ADVANCE. It was here that the town of Echternach was seized and held by American troops—*Drawing by E. G. Lambert*

When the German break-through first occurred on a 50- to 60-mile frontage, the situation was extremely fluid. Fierce fighting took place around Echternach, an attractive little town on the Luxembourg frontier. The first preoccupation of the U.S. Commands to north and south was to repel the enemy at "the shoulders." Troops were rushed up to the south of Echternach, and on December 28 the U.S. troops forced their way northwards into the town and kept the enemy well away from its approaches. The town acted as a kind of bastion in the general southern wall, which extended westwards to Bastogne. The enemy's forward momentum had to take a line of lesser resistance and press on westwards towards Rochefort. Echternach remained firmly in U.S. hands. In the drawing above, the main square of Echternach is shown, with the Dingstuhl, or Hotel de Ville, on the left of the square. The town is surrounded by wooded hills and wild valleys, with the towering massif of the Ernzen rising above the general scene towards the north-east



GREAT SALIENT, WHERE BRITISH TROOPS OF THE 6TH AIRBORNE DIVISION FOUGHT BACK THE GERMAN THRUST TOWARDS DINANT: It was here, in front of Rochefort, that the fiercest fighting of all took place, in the struggle for the village of Bure—*Drawing by Percy Home*

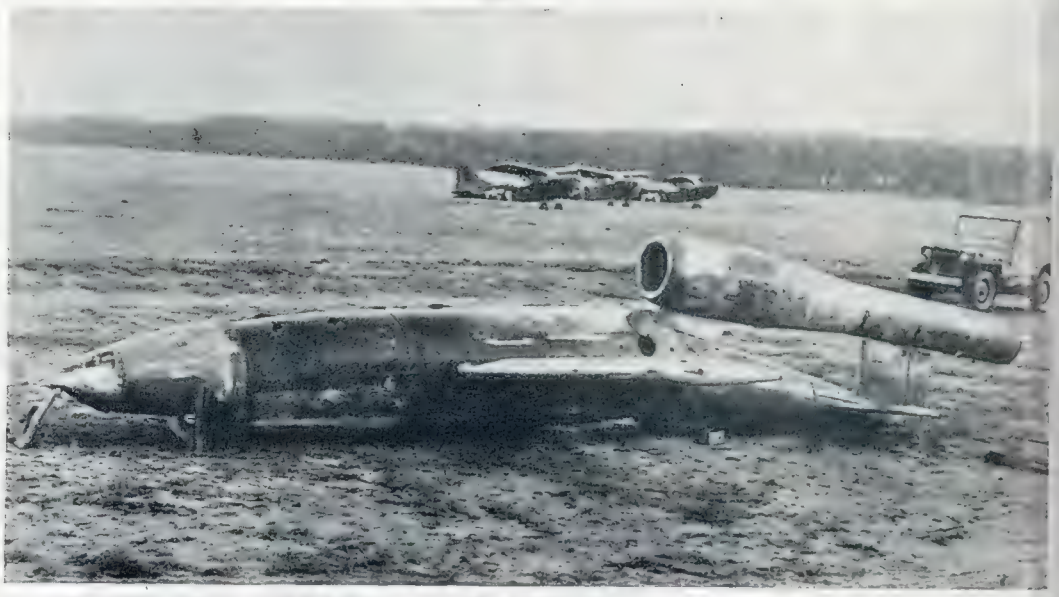
For some time brief messages told of very fierce fighting "at the tip of the salient." It was not until later that it was revealed that the westward rush was stopped by the British 6th Airborne Division, which was sent down to the area of the Meuse with astonishing speed. The force "picked up" its tanks in Brussels and rushed southwards to secure the four vital bridges on the Meuse. It was a question who would get to Dinant first. The maroon berets won, and the four bridges over the Meuse were placed under guard. The Airborne Division proceeded by roads leading towards the Rochefort area, which position was captured after a fierce struggle. This region is on the edge of the Ardennes mountain mass; the fighting took place towards the higher ground. The lower valleys lap round Rochefort and its forest and extend towards Beauraing before the hill country begins to mass up. Some of these foothills cover the famous Grotto of Han, the biggest in Europe. The village of Bure, into which the Airborne Division fought its way, lies a little to the east of the Han area. It was in this region that the German thrust was held during the opening days of 1945. The southern flank of the fighting area included the region of St. Hubert and the little town of Tillet, which lies a few miles to the east, where General Patton's men were holding the line

A "TWO-WAY" GERMAN ARMOURED CAR: Several of these vehicles were captured during the recent fighting around Celles, at the very tip of the big German salient into Belgium, by an American Armoured Division. They can be driven in either direction by merely changing the position of steering-wheel and driver, thus obviating the necessity for reversing on narrow roads or over difficult country

NEW INVENTIONS AND IDEAS

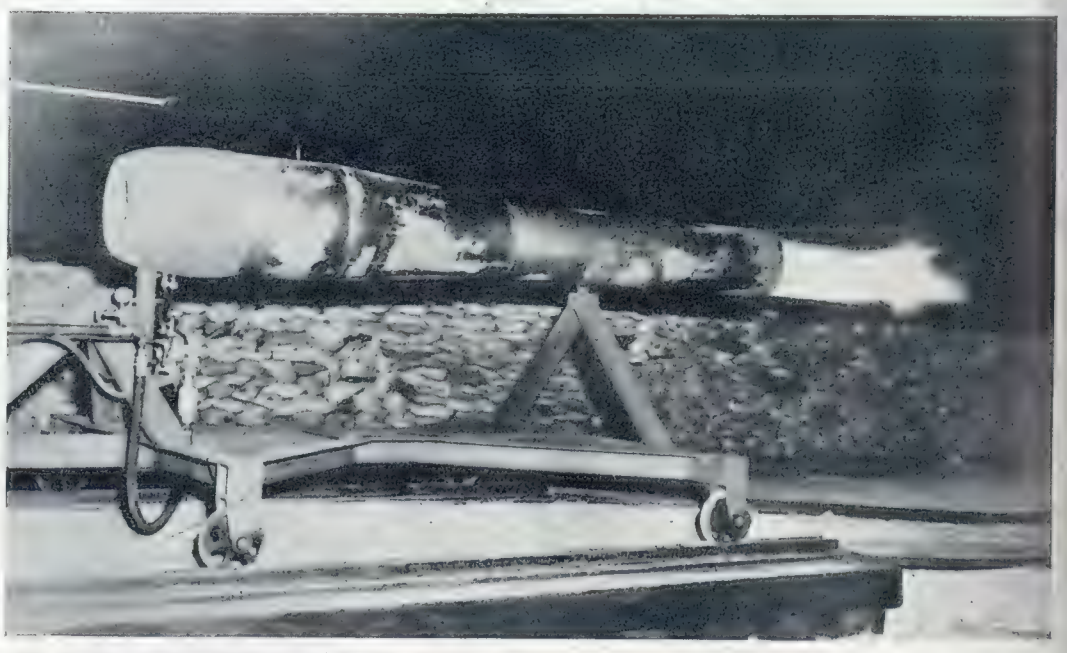
—Allied and Enemy— Now Being Used in War Operations

The vehicle shown above has eight wheels, is armoured with steel sheets over all its length and is fully equipped for a number of warlike purposes. Note the short, stubby mortar mounted above the car, and the periscope amidships by means of which the commander can retain control of his vehicle whilst still remaining under cover inside



A FLYING BOMB WHICH "SURRENDERED" TO THE AMERICANS: It was found intact by members of the U.S. Ninth Air Force in France, after it had come in to make a perfect landing on an airfield without exploding! An American Bomb Disposal Squad dis-assembled the bomb on the spot and placed it aboard a plane for transportation to the United States for examination

THE ANTI-GRAVITY SUIT to prevent American pilots from "blacking out": The "Berger G Suit" worn by U.S. fighter-pilots is likely to be adopted soon by the R.A.F. It has been designed to prevent the momentary loss of consciousness caused during violent aerial manœuvres carried out at high speed. The suit weighs 2 lb. and has five bladders, which are strapped to the abdomen, thighs and calves: these bladders are supplied with air by a pump driven by the plane's engine, the pressure being regulated by a valve sensitive to the forces acting on the pilot. In level flight, the bladders are deflated, but when the pilot is subjected to a violent change in direction they are filled with air at a pressure proportionate to the stress. Blood is thus prevented from flowing into the airman's legs. In actual combat, the valve seen in the above picture is attached to the exhaust system of the aircraft



THIS IS THE FLYING BOMB BUILT IN THE UNITED STATES: Jet-propulsion engines for flying bombs which will return—with interest—the havoc wrought in Britain and Belgium by the German V 1 are now rolling off the assembly lines at the Ford Motor Company's works in Dearborn, Michigan. Here is the completed engine seen as it undergoes a test on the bench in the factory. Note the streak of flame spouting from the rear end of the "chimney." This is the first picture to be released showing this phase of the manufacture of the American version of the V 1

A GIANT CRANE WHICH CAN LIFT 200 TONS IN ONE OPERATION : The "Mammoth" standing by for special duties in a British port in the North-West

THE "MAMMOTH" HOISTS A TANK LANDING CRAFT STRAIGHT OUT OF THE WATER : This giant crane has been introduced in a north-west port in order to assist loading and unloading operations at speed : it is capable of lifting 200 tons at a time. When these two pictures were taken, the crane was hoisting a T.L.C. weighing 147 tons : this was lifted complete from the water on to the deck of the ship which is to transport it for service abroad

SEVEN ROUNDS A SECOND : A "vest-pocket howitzer" for airborne troops. An American glider pilot is here taking aim with his M3 sub-machine-gun—part of the regular equipment for airborne forces. Known as the "vest-pocket howitzer," it weighs less than 9 lb. and fires ·45 ammunition at the rate of 450 rounds a minute. The M3 can be adapted to fire German ammunition

SELF-PROPELLED GUNS firing as a battery on the German lines : These are the 155-mm. weapons of which the Americans have made such use in Belgium and France : they are mounted on Sherman tank chassis and can put up a very devastating barrage when used in this manner. On the occasion when this picture was taken, the guns were putting down a barrage of twenty-one rounds each of high-explosive shells, each weighing 100 lb. The white object being handled by the soldier on the right is one of the charges for the shells

ON THE B.O.A.C. SERVICE BETWEEN BRITAIN AND SWEDEN : When it became urgently necessary to carry passengers engaged on the war effort to Sweden, they were accommodated in the freight-carrying Mosquito aircraft in the manner shown here. The bomb bay was padded for the flight and the passenger was strapped inside : although he was physically cut off from the crew in the cabin above, he could still speak to the pilot on the inter-communication telephone

ANOTHER SERVICE CARRIED OUT BY B.O.A.C. : A huge aircraft tyre—a heavy and bulky piece of freight—being loaded into a B.O.A.C. Dakota at Whitchurch Airport for transport to an R.A.F. station where it will be used for operations

ONE OF THE BRITISH TID TUGS, WITH A DISABLED MERCHANTSHIP IN TOW—*Drawing by Wm. McDowell*
The Tids are a powerful and handy class of tug, specially built for general towing work. This is always difficult and frequently dangerous, particularly if the vessel in tow is out of control—as often it is. If the latter is in light draught and the wind is across the course, she may drift down to leeward of the tug, putting a great strain on all the tug's gear. Vessels have been known to sink while in tow, in which case there is a danger of dragging the tug under, unless the towline is cut or cast off in time

HEAVY WEATHER SEAMANSHIP

Fog and Gales and Ice Fought by the Navies of the Allies

Special Sphere Drawings

On right—In last week's issue, we reproduced a canvas by Mr. Montague Dawson descriptive of the very heavy gales in the English Channel. These were followed by fogs and mists, which have been amongst the worst yet experienced during the war. Some of them have come up in intervals between gales: the sudden alternations in temperature being, of course, responsible for these weather freaks. In a note accompanying his drawing, Mr. Dawson writes that he has seen searchlights used by warships at night in fog—but never in the daytime. The River class of frigate, seen on the right in the drawing, is a vessel of 1,445 tons: many of them were built in Canadian shipyards. They are armed with 4-in. anti-aircraft guns and have a speed of 21 knots. Their complement numbers from 125 to 140 officers and men

DURING THE RECENT GALES IN THE CHANNEL ONE OF THE NEW ALLIED CARGO-SHIPS, INWARD BOUND WITH MUNITIONS OF WAR, passes a lifeboat going out in the teeth of a 100-m.p.h. blow to the assistance of another vessel in distress—*Drawing by Wm. McDowell*

The recent heavy weather has brought to notice the magnificent work of that band of heroes who man the lifeboats round the shores of Britain in wartime as in peace. The crews of these boats are mainly fishermen and over military age: their courage and endurance cannot be too highly praised. In the drawing, the lifeboat has put out from a station on the English coast and is going to the assistance of a ship in distress, and passing an inward-bound merchantman of the new type now being used by the Allies. This is one of the many cargo-ships specially designed for carrying military equipment and built in British shipyards

AFTER THE WINTER GALES COME THE WINTER FOGS: THESE HAVE BEEN VERY PREVALENT DURING RECENT WEEKS IN THE CHANNEL AND HAVE BEEN AMONGST THE WORST OF THE WHOLE WAR—some have actually been experienced between spells of heavy weather. Here one of the frigates of the new River class, creeping towards harbour in very low visibility, suddenly detects a big 18,000-ton ship on her starboard bow and (despite the swirling mists) switches on her searchlight for a better view—*Drawing by Montague Dawson* (see note at left)

ACTION AT SEA AMIDST THE ARCTIC PACK-ICE: THE SCENE AS AMERICAN COASTGUARD CUTTERS ENGAGED NAZI ARMED TRAWLERS in the icefields off the coast of Greenland as the latter were trying to establish weather stations—*Drawing by Wm. McDowell*

It is now known that four U.S. cutters, operating in the icy waters of the Arctic between July and October last year, foiled three attempts by the Germans to establish radio weather outposts in Greenland. In the actions which followed, one German trawler was sunk, another captured and taken in prize to Boston, and a third was found abandoned. A radio station was destroyed and sixty prisoners taken. The Nazis were finally frustrated in a midnight naval clash fought out amidst fields of swirling icepacks only 800 miles from the North Pole after the American cutters had battled against Arctic winds, ice and darkness over many weeks. In the picture above, the vessel in the foreground is the U.S. cutter *Northland*, which took a prominent part in the engagement. She has a displacement of 2,065 tons, with a hull specially strengthened to withstand ice pressure. She is a comparatively old ship, having been built in 1927; but she was refitted and rearmed in 1940 for Atlantic patrol duties. She is Diesel-propelled, with a speed of 11 knots

MANY DIFFERENT THEATRES OF WAR

A Collection of News-Pictures from all Over the World, Showing the Campaign Against Germans and Japs

HOW THE AMERICAN BOMBERS OF TOKYO SEE THE JAPANESE CAPITAL : This picture was taken from a height of 20,000 ft. by a bomb-aimer in a B-29 Super-Fortress. It was made when a force of these powerful aircraft concentrated their attack on the Nakajima Aircraft Plant, on which bombs are actually seen exploding. Tokyo stands on both sides of the Sumida River, which is here seen on the left : although comparatively open at this point, the city is, in other parts, the most densely populated in the world

FILIPINO PATRIOTS RETURN TO THE AMERICAN LINES : Two Filipino patriots, who had fought the Japs from the hills of Leyte since their homeland was invaded at the start of the Pacific war, arrive behind the American lines in a freed area of the Central Pacific island. Lieut. Engrocio Diaz (on left) was a company commander with the patriot forces : he had been a scout with the U.S. forces until the Japs overran Leyte early in 1942. Mateo Dedil (on right), sixteen years old, is his aide

GENERAL STILWELL AT HOME WITH HIS WIFE : Recently relieved of his command in the China-Burma-India theatre of war, as a result of differences with Chiang Kai Shek, General Stilwell is here seen with his wife at Carmel, in California. He is awaiting a new appointment yet to be announced

GERMAN TRANSPORT UNDER FIRE IN YUGOSLAVIA, on the mountain road near Bioce : Smoke is seen rising from some of the vehicles fired by air attack. Recently, the R.A.F. has been taking heavy toll of German transport caught on the tortuous mountain road from Bioce to Matesevo. The convoys have had not only to face the hazards of a journey through snow-covered mountains, but to run the gauntlet of daily attacks by Wellingtons, Liberators and Halifaxes of the Strategic Air Force, and Marauders, Mustangs and Spitfires of the Balkan Air Force. In three days, the Balkan Air Force units claimed more than 300 transports destroyed or damaged ; and many more must have suffered from the hundreds of tons dropped by the bombers

WAR COMES TO THE JAP HEADQUARTERS IN THE PHILIPPINES : How the American naval planes destroyed enemy installations on the island of Luzon over a long period before they launched their recent invasion from the sea

A dense pall of smoke settles over Manila, on the Japanese-held island, as U.S. carrier-borne planes attack the port facilities and shipping in the harbour. On November 14, 1944, naval aircraft torpedoed a floating-dock, badly damaged a light cruiser, blew up two enemy destroyers, sank or left blazing eleven cargo vessels and tankers, and hit shore installations at Manila and the near-by Cavite Navy Yard. They shot down twenty-eight Jap planes in the air, and from 130 to 140 on the airfields of this northernmost Philippine island. Another attack on November 26—the fifth of the month—brought the totals to 666 enemy planes and about forty ships and coastal craft destroyed, and dozens more damaged in the Manila area. By the end of the first week in January the Americans had actually landed invasion forces on the island of Luzon, on which Manila stands

IN COMMUNIST CHINA : A section of a printing plant run by anti-Chiang Kai-shek adherents. Note the portraits of Stalin and Roosevelt on the wall. Inhabited by 80,000,000 people, thousands of square miles in Northern China are ruled by Mao-Tse-Tung and his powerful Communist armies. Not only have they their own Government and Press, but their own money. They are opposed to Chiang Kai-shek, who rules in Chungking and who is reported to have large forces on the borders of the northern territory. The existence of this separate State is one of many political difficulties facing the Central Government

IS HE THE TALLEST OFFICER IN THE BRITISH ARMY? On December 15, Field-Marshal Montgomery visited the 15th Scottish Division, to present medal ribbons to men who had won decorations in the fighting on the Western Front. He was accompanied, amongst others, by the officer seen in this picture—who seems to tower head and shoulders above the Field-Marshal. Despite inquiries as to the identity of this outstanding kilted figure, we have been unable to discover his name or rank

AMERICAN SUPPLIES FOR RUSSIA GO THROUGH THE "PERSIAN CORRIDOR." Liberty ships moored alongside the American-built docks at Khorramshah, where the harbour facilities have been greatly extended

HUTS FOR THE NATIVE WORKERS AT KHORRAMSHAH : By rail and lorry, supplies for Russia from the U.S. cross some of the most varied and difficult terrain in the world. The stores are landed at Khorramshah, in the Persian Gulf, where new docks have been built to handle the great volume of traffic : almost 4,500,000 tons of supplies have already been sent into Russia by this route. Beyond the railway yards in this picture is material awaiting despatch to the north : in the upper right, a convoy is leaving the assembly plant

AN ISLAND IN THE PACIFIC IS TURNED INTO AN AIR-STRIP : This is Middleburg, which lies off Cape Santorin, in Dutch New Guinea—on the route to the Philippines. It is a striking example of the way in which American engineers can make much out of very little, for the whole island has been cleared to make space for taxi-ways and revetments. P-38 Lightnings and P-61 Black Widows of the Thirteenth U.S. Air Force (under the command of Major-General St. Clair Street), operate from this air-strip. During the past months a whole chain of such air bases have been constructed right up to the Philippines, where heavy fighting is now taking place on Luzon

WHEN THE GENERAL ELECTION COMES (2)

The Prospects for the Conservative Party—Second of a Series of Three Articles on the Coming Political Struggle

By CHARLES GRAVES

MANY people forget that there will be 640 seats to be contested at the next General Election, the extra twenty-five resulting from the redistribution of boroughs mostly in the south and outskirts of London.

The Conservative Party is likely to have 600 candidates standing for Parliament. In fact, the present intention seems to be to contest almost every seat except those held by National Liberals and National Labour M.P.s. Whether this is wise is another matter. Some Conservatives think that it would be wiser to have 450 candidates, so that the percentage of failures would be fewer. Already fifty Conservative M.P.s have announced their prospective retirement, and it is probable that another fifty will follow their example. Against this, 103 new candidates, including five women, have already been adopted; about half of them have been in uniform in this war or still are. Their ages have not been classified, but the general policy is not to put up candidates over the age of forty-five, unless there is a very good reason for it. Incidentally, out of the fourteen Members of Parliament who have been killed in this war, thirteen were Conservatives; the other was Captain Grey, of the famous Liberal family. No Labour M.P. has been killed.

The plan to have younger Members of Parliament is given practical form by the instructions to all Conservative Associations throughout the country, telling them that they must not require any Member of Parliament to subscribe more than £100 a year to his individual Association, and the latter is to meet at least half of the expense of the election. Thus, if one takes a borough of 50,000 voters as the average, it means that the candidate will in no circumstances have to spend more than £325, plus £50 for his agent, out of his own pocket.

As I write, I have not yet seen the agenda for the Conservative Party's Annual Conference at Central Hall, Westminster, in five weeks' time. It is known, however, that the Prime Minister will address the audience with the first purely political speech which he will have given for about two years or so.

At the moment one must rely for a pre-view of the Conservatives' policy at the General Election, and thereafter on the two recent speeches by Oliver Lyttelton, M.P., the Minister of Production, and Anthony Eden, together with the various bulletins and pamphlets issued by the Tory Reform Committee and likely to be endorsed, at least partially, by the Prime Minister at the end of the month.

From Mr. Lyttelton's speech it is clear that the first foundation of the Conservative policy is for Great Britain to be strong, and to multiply her exports and to maintain a healthy and well-balanced agriculture. The determination to maintain the stability of the pound sterling is another powerful plank for the Conservative Party platform. Social Insurance based upon the principle of contribution—that is, of organised self-help—and the strengthening of the ties of Empire are also stressed. Finally, it is the Conservative Party's theory that private enterprise must be encouraged and totalitarian measures necessary to defeat totalitarian enemies in wartime must be ended as quickly as possible.

Mr. Anthony Eden, in the speech he made on the eve of the unexpected departure to Moscow, stressed what the Socialists seldom do—the erroneous but general use of the phrase "State benefits." As he said, it assumes the existence of a beneficent State outside the community itself, from whose bottomless purse these flowing benefits could be drawn. Actually, the community benefits are earned by the community and paid out for the assistance of those members who most need them. This means that if the public, as a whole, is to benefit from these great welfare schemes every section of the community will have to pay for them. There is only one way to pay for things like the Beveridge Plan, and that is to improve our industrial efficiency and productivity as much as possible. Mr. Eden went on to explain that there was no intention of perpetuating wartime control for its own sake. In this, the Liberals and Socialists also agreed.

We now come to the Tory Reform Committee, sometimes known as the Young Tories, although Lord Winterton, the Father of the House, is one of this inner group inside the Conservative Party. Since their formation in February 1943, the Young Tories have consistently advocated practical measures of reform. They have produced twelve pamphlets and bulletins, in spite of the paper shortage. Their Air Transport policy pamphlet, published in 1943, called for just the kind of International Convention as was held in Chicago, and claimed that the right of innocent passage and of emergency landing should be absolute and universal, while the practice of establishing prohibitive areas should be forbidden. Various other concrete proposals are put forward, all of which prove that the Young Tories have taken the trouble to study the subject. Similarly, they have not shrunk from discussing the very prickly subject of coal, and, after an exhaustive review of the situation, make a number of recommendations. One of these is that the Government should start conversations with other countries with the view to forming an International Coal Council. Many members of the public have no idea how much damage was done to this country's coal trade by the Poles and the Dutch, quite apart from the Germans, in the years before the war.

The Young Tories' sympathy for the miners is made clear by the suggestion that the miners should be paid a minimum wage based on a five-day week of 7½ hours a day. On the other hand, they think that the privileged position of membership of the regular labour force should be liable to forfeiture for persistent indiscipline; at the same time the Mining Association should institute a Contributory Pensions Scheme for the whole industry, and schemes for the payment of more adequate compensation for injuries and fatalities should be established. They also (the Young Tories) have examined and made suggestions for solving the problem of transport and coal distribution, which is so often neglected by investigators.

The Town and Country Planning schemes, which to many people are among the most attractive post-war vistas, owe a great deal to the Young Tories. Here, again, their Research Department has done a great deal of spade-work in digging up useful statistics about slum poverty, the most desirable assessment of compensation on land compulsorily acquired and the most suitable powers to be granted for developing these things and selling land. It is regrettable that a Ministry of Town and Country Planning was only formed during the present war, when the Conservatives had a majority in the House of Commons.

As for a policy of employment, the Young Tories have the sense to realise that the output of coal is the foundation of all industries, and their statistics show that the British miners' physical output per head of coal compared, even before the war, very unfavourably with that of the Germans, not to mention that of the Americans, whose industry was much more mechanised, because of the harder ground in which the coal is found. By and large, however, the bulletin on Employment is much too vague.

¶ Neither bulletin nor pamphlet on Education has yet been issued, but this is presumably because of all the excitement which attended the readings of the Education Bill in the House of Commons some months ago.

However, the bulletin on post-war finance called *What Shall We Use for Money?* is most invigorating and useful. It assumes that our minimum post-war expenditure will have to be £1,917,000,000 per annum, but points out that the total proceeds of surtax are only £80,000,000 a year, or half the cost of the new Education Bill alone. It is also stressed that even if all incomes in excess of £1,000 per annum were seized and evenly distributed, it would only raise the average income of the public by 5s. per week in money.

So keen are the Young Tories on Air Transport policy that they have produced a bulletin on the subject, as well as a pamphlet previously referred to. But how far the various proposals of the Young Tories are acceptable to the Conservative Party will only be revealed later on. In the meantime, 7,000,000 voters will have a chance of electoral representation for the first time in their lives at the next General Election. From information received, the Conservatives are led to believe that the troops are much less Socialist than they were thought to be eighteen months ago. When I asked a leading Conservative what effect he thought that A.B.C.A. is likely to have had on the men and women in the Services, he replied that he frankly did not know, as it depended so much on the individual officer taking the period of instruction. He thought, however, that A.B.C.A., with its pamphlets on civics and the machinery of both local and national Government, would certainly open the eyes of many youngsters who had always believed what they had been told by Socialist speakers, without attempting to check on their sweeping generalities.

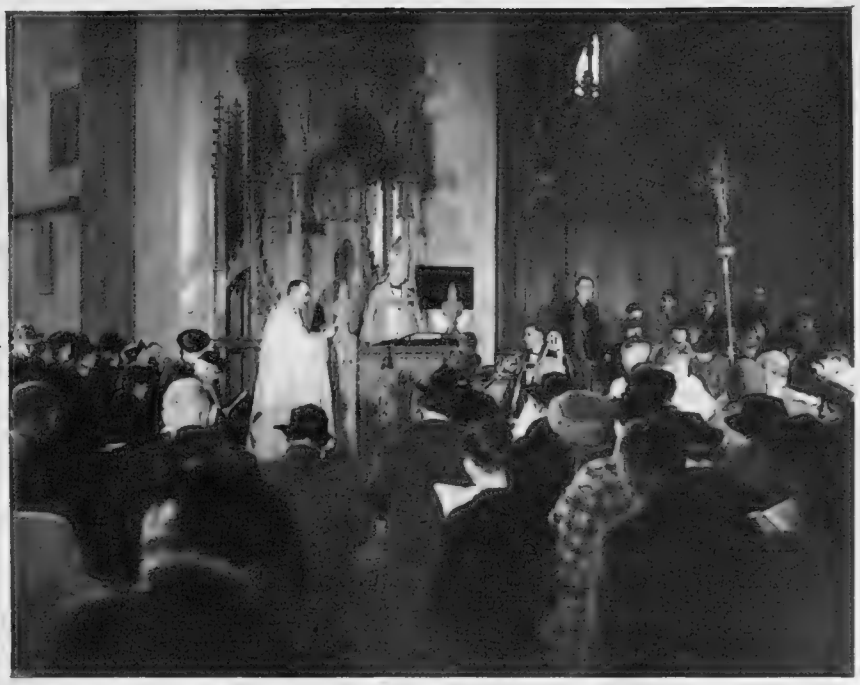
To conclude, unless the Prime Minister increases or elaborates them, the seven official points of Conservative policy are: strength to defend ourself, a positive policy of full employment, stability of the pound, social insurance, the ties of Empire, private enterprise and no regimentation. The Conservatives naturally do not claim that these doctrines are known only by themselves. They merely say that they ought to be the foundation of future British policy.

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

WILL THIS BE THE NATIONAL THEATRE OF THE FUTURE?

THE MODEL OF THE BRITISH NATIONAL THEATRE, constructed from the plans of the late Sir Edwin Lutyens and Mr. Cecil Masey and displayed by the British Drama League in its present exhibition at the Royal Academy in Burlington House. This building was originally intended for a site in South Kensington. Its seating accommodation provides for 1,040 people. The stage has a depth of 36 ft. and width of 111 ft., with a proscenium opening 30 ft. wide and 29 ft. high. The grid, which has a width of 48 ft. by the full depth of the stage, is no less than 68 ft. above stage-level. A portion of the orchestra is arranged on a lift which, when a fore stage is required, can be raised to the stage level. The whole area under the stage and auditorium is excavated to form a scenery store, sufficient in size to take scenery for a large number of productions. There are twenty-two dressing-rooms of various sizes, for from one to four persons each, accommodating forty-eight artists in all. Bathrooms and showers are provided on all floors. There are also three rooms for supers, to accommodate thirty or more. Each block of dressing-rooms has a wardrobe-room and workroom attached, and there is room for 1,130 complete costumes. There are two rehearsal-rooms and, on the top floor, a private theatre, usable also as a rehearsal-room, with a stage 18 ft. deep and accommodation for an audience of 172. On the top floor also is a library, gallery and two more offices, with a workshop for binding and repairing books. Rooms are provided for front-of-house staffs for the theatre and restaurant, a gallery cafeteria and artists' dining-room

THE ENTHRONEMENT OF THE NEW BISHOP OF ST. ALBANS, THE RT. REV. PHILIP HENRY LOYD : During the impressive ceremony in the Cathedral, the Bishop receives a pastoral staff from the Archdeacon of Northampton



THE SCENE INSIDE ST. ALBANS CATHEDRAL during the enthronement ceremony. On January 6 the Rt. Rev. Philip Henry Loyd was enthroned in the Cathedral and Abbey of Saint Alban : the nave was crowded with civic and religious representatives from Hertfordshire and Bedfordshire, which comprise the diocese, and representatives of the Church in India. Dr. Loyd was formerly Bishop of Bombay and, from 1929 until 1944, Bishop of Nasik. The Archdeacon of Northampton presented the new Bishop with a pastoral staff on behalf of eighty of his former pupils

NEWS ITEMS OF HOME INTEREST

THREE THOUSAND LONDON BABIES GET A PRESENT EACH, from women who thought of them 14,000 miles away : A section of the queue outside a shop in the Fulham Road where the parents of babies under five years old received winter woollies knitted for them by the women of Victoria, Australia. Dr. Edith Summerskill, M.P., was offered the garments at a meeting she addressed at Melbourne during her tour of Australia last year

RATS OCCUPY A DEVONSHIRE VILLAGE : Planning the campaign for their elimination outside the George Inn at Blackawton. In this village near Dartmouth, more than a dozen strong pullets have been eaten alive by rats. Miss M. Neaves, of Golders Green, London, a Ministry of Food technical officer, is seen planning the onslaught on these pests with the aid of the villagers. Poisoned sausages were placed in the buildings in which the rats bred and formed up for their raids

"HUSH," SAID THE V.C., "I don't want such a fuss" : Congleton, Cheshire, gave a terrific welcome to its V.C., Sergeant G. H. Eardsley. But he found the ovation more strenuous than his exploit on the field, and from his window begged them to be quiet

GEORGE MEDALS FOR FACTORY WORKERS : Five men who received awards for their great bravery during an explosion which occurred in May of last year at the Royal Ordnance factory in Hereford

On left—The incident which earned these five men the George Medal occurred in one of the filling-sheds when a filled bomb caught fire, exploding nearby bombs and mines which sent up a sheet of flame 2,000 ft. high. Members of the factory fire brigade and factory operatives risked their lives to contain the fire and rescue casualties. The five men in this picture are—from left to right—Fire Brigade Officer Frederick Arthur Lewis; St. Vincent de Lisle Carey, process worker; Frederick J. Tyler, process worker; J. W. Little, senior overlooker; and Fireman Harold E. Davies

The World of Books—By Vernon Fane

The DEVELOPMENT of BRITISH NAVAL LIFE

The Story of Our Naval Heritage; A South American General in Ecuador; Two Additions to the "Britain in Pictures" Series; A Sequel to the Ninety-year-old Best-seller, "The Heir of Redclyffe"

SIR JOHN FISHER urged "the vital British policy that the coasts of the enemy are the frontiers of England." England was always aware of it. In **THE NAVAL HERITAGE**, by David Mathew (Collins. 12s. 6d.), the historical development of naval life is studied with particular attention to the personalities of great seamen of the past, and an account is given of how they were influenced by the seas they sailed, the decks they strode and the prevailing winds of politics and prejudice that blew from home waters.

By concentrating upon certain key men and occasions, Bishop Mathew is able to depict daily life in the Navy at different periods, and to show "successive stages in the building-up of those traditional values of the Royal Navy which may be thought to have achieved their final form in the high eighteenth century." For this purpose he conjures up a fascinating picture of Sir Francis Drake, the man who said: "Prepare in England strongly, and most by sea. Stop him now and stop him ever." Then follow an estimate of Robert Blake under the Commonwealth, and Pepys' report of the voyage to evacuate Tangier.

Having illustrated the origin of "the spirit of the Royal Navy, the corporate sense and deep tradition," the author traces the ensuing changes in naval life and its place in a general picture of the English scene. So we come to the great names of Rodney and Hood, Nelson and St. Vincent. The scholarly use of contemporary letters and documents enlivens the narrative throughout. From Nelson, who naturally occupies a large place in the story, great and noble words are quoted.

"Is there a sympathy," he wrote to Captain Blackwood, "which ties men together in the bonds of friendship without having a personal knowledge of each other? If so I was your friend and acquaintance before I saw you. Your conduct and character in the late glorious occasion stamps your fame beyond the reach of envy: it was like yourself—it was like the *Penelope*." But Bishop Mathew is wrong in giving Nelson credit for coining "the actual expression 'the band of brothers'"—as a recent great film will testify.

The description of Trafalgar has vivid details—the slow ceremonial approach to battle, with bands playing in the British ships; Collingwood's advice to a lieutenant: "You had better put on silk stockings as I have done. If you are shot in the leg then it will be much more manageable for the surgeon"; Nelson's instruction for Lady Hamilton's portrait in his cabin to be taken down with care before the start of the firing; and afterwards, the mastless condition of many ships, which had to be towed home.

The book gives a full account of the part played by Chatham, Portsmouth and Plymouth in the building-up of the naval life—the dockyard towns where crews were "pressed" and ships commissioned. Ship accommodation, the life of wardroom and gunroom, the changing relationship of sailors with people ashore and the evolution of the royalty-loving officer-class are among the subjects studied. The beginning of the romantic appeal of the Navy for the general public is dated from about 1759, the period of Anson, the year of the production of "Hearts of Oak." The strict control by the Governments in power over the personnel of the high command is shown to be due to the supreme importance of the Navy to England: it had to be closely shackled. Finally, the author describes very fully the recent effects upon the Navy of high-pressure engines and high-pressure politics, and he closes with a brief survey of the two German wars. This is a most informative and valuable work, which bears every mark of careful research.

"JOLLY JACOB" AT WORK in the tiny Norfolk village of Blakeney: Jacob Halliday, is known as "Jolly Jacob," to all the villagers whose shoes he has repaired for the last sixty-six years. Not a day off for illness in all that time and never without a smile and a joke when young faces press against his little shop-window to watch him at his work. Now Jacob, at eighty-two, still gets up at 5.30 and works till 8.45 at night

How to assess the peculiar charm of Mr. Ludwig Bemelmans' writing? Just as it is best illustrated by his own drawings, so it would be best described in one of his own fantastic and yet simply-worded phrases. Since by now he has his own public in this country, I will simply say that the new Bemelmans is a winner.

NOW I LAY ME DOWN TO SLEEP (Hamish Hamilton. 9s. 6d.) is a complete novel in the Bemelmans' manner, and not a series of inspired sketches as we have known in the past. It deals with a South American General of fabulous wealth, and manners particularly civilised in so far as they are concerned with the preparation and despatch of food and wines. His capacity, in fact, is enormous, but no greater than the capacity for detail with which the author describes it. The General leaves his great villa near Biarritz as the war threatens to make him uncomfortable, and, after a series of what one supposes to be unique adventures, gets himself back to his ancestral home in Ecuador with his retinue. The fact that the suite includes an English governess whom he has saved years ago from drowning in the Seine, and who has lived with him ever since in the least physical of relationships, is also one of the least surprising of incidents.

As always, the admirable and essentially adult sense of satire in all Mr. Bemelmans' writing is conveyed in the most deceptively naïve prose, and the most telling example of this is in his chapter on an evening in an expensive New York restaurant, where one table was always reserved for "the Immortals, a group of the honorary pall-bearers at the fall of France, who found themselves driven by Hitler into the traps of Roosevelt, and who greeted each other with extravagant joy. In the protective embrace of a ring of champagne buckets, the grand pensionnaires of the Lido, the Place Vendôme, the Bar Basque in Mentone, and the Rock at the Cap d'Antibes, sat together again, almost happy. . . ."

When the author gets to work on this little coterie there is little left of them in a short space, and, to make it all the more satisfactory, he has obviously thoroughly enjoyed himself in the process of demolition. You 'll enjoy this book.

THERE'S NO ACCOUNTING FOR SOME TASTES! In temperatures well below freezing-point, the Burgess family of nudists break the ice with an axe and dive into a swimming-pool at their home in a wood three miles from the hamlet of Fillongley, Warwickshire. Mr. Burgess is a munition worker: in the winter, his family live in a caravan, but they prefer to live entirely in the open in the summer. They are seen above roasting potatoes for lunch in true primitive style

Of the two excellent additions to the series, "Britain in Pictures," one is obviously calculated to make the reader burst into great crystal tears at the very first perusal. This is **THE ENGLISH AT TABLE** (Collins. 4s. 6d.), a brief, but even so an adequate, account of our ancestors' eating habits and, more tantalising, the scope of their eating activities from the days of the Roman Invasion to the no less stirring times of British Restaurants. Mr. John Hampson writes with enthusiasm and yet with discretion on a subject of such vital importance to all of us, and his text is delightfully illustrated by reproductions of contemporary prints, lithographs and advertisements.

BRITISH PORTRAIT PAINTERS, the other volume in the same series, is the lively and sometimes provocative work of Mr. John Russell. I read this small volume with great enjoyment; partly for the freshness of its views, partly for the new anecdotes which the author tells (there is a charming one about Gainsborough and J. C. Bach) and partly, as always, for the discrimination with which the illustrations have been chosen.

THE ONLY BRITISH WOMAN TO HOLD A U.S. ARMY COMMISSION—Mrs. Kay Summersby, who drives General Eisenhower's staff car. It was announced in the New Year's Honours List that she has been awarded the British Empire Medal. Mrs. Summersby has driven for General Eisenhower in North Africa, Sicily, Italy and elsewhere. During the Battle of Britain she drove an ambulance

A BOY IN KENT, by C. Henry Warren (Hollis and Carter. 8s. 6d.), was first published in 1937. It consists of some nostalgic pieces, reminiscent of a boyhood spent in and about a grocer's shop in a small Kentish village early in the century. In no sense is it particularly distinguished. In these days, when so many of the classics and near-classics are out of print, it is surprising that paper can be forthcoming for such a re-issue.

How many present-day readers have ever read *The Heir of Redclyffe*, that great best-seller of ninety years ago? I must confess that I never have, and that my only memory of it is an indirect one through Jo in *Little Women*, who on one occasion in that immortal book was said to be up in the attic, eating apples and crying over *The Heir of Redclyffe*. That roughly gave one the idea.

Now Mrs. Hicks Beach has published a sequel to it, which attempts the same manner of writing and carries the fortunes of the Morville family beyond the death of Sir Guy. The publishers of **AMABEL AND MARY VERENA** (Faber. 10s. 6d.) advise one that this is a case where the preface cannot, or should not, be skipped. After very diligent study of the novel, I would go farther, and say that this is a case where the original, too, is required reading.

I believe that the pre-Raphaelites frequently painted their models in a winter studio, and then put them into an exterior summer background, and I find an analogy to that process here, with the curious falseness that it suggests. For that, as well as for reasons of sheer clarity and comprehension, I think the combined reading operation is necessary!

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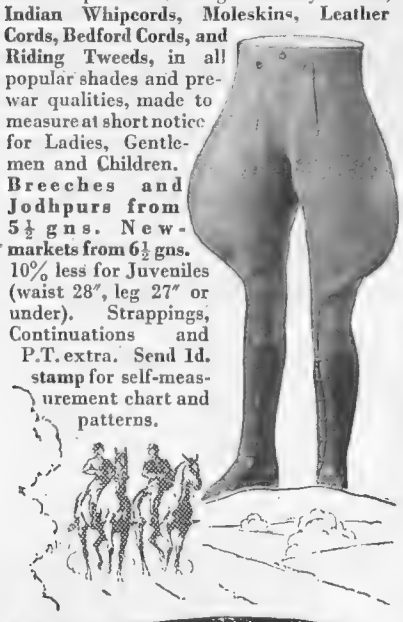

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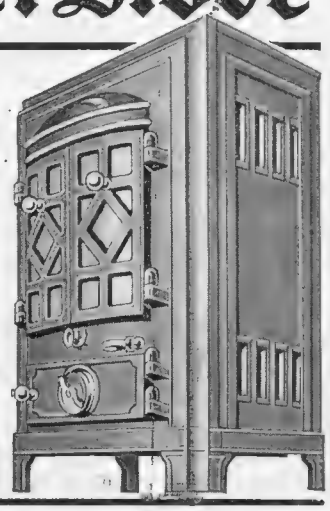

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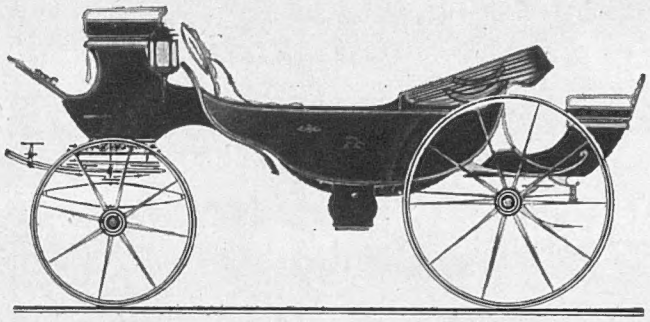

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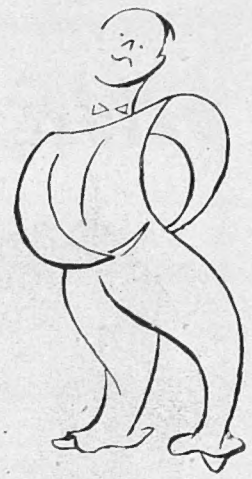

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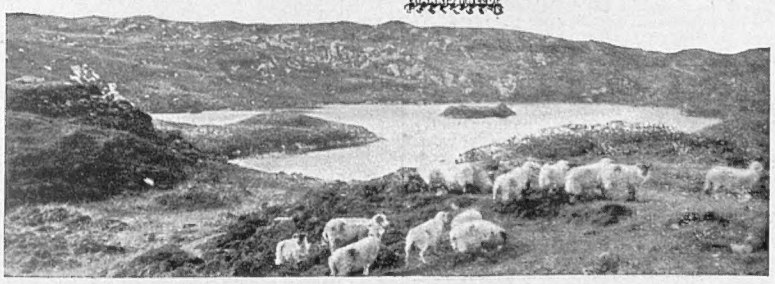

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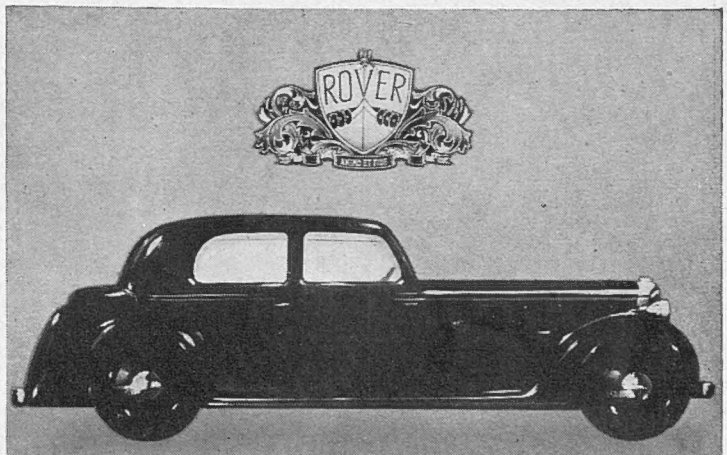

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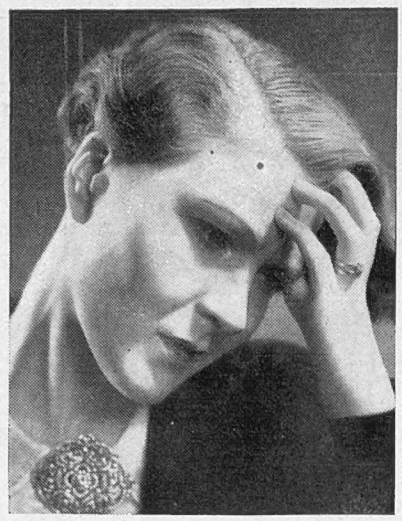

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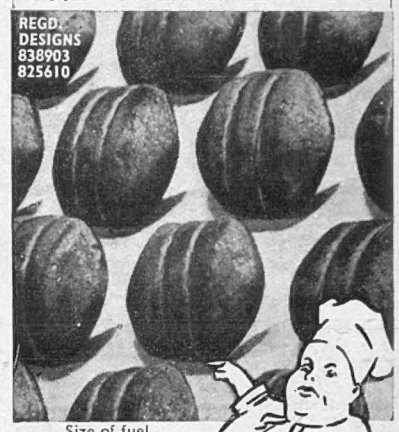

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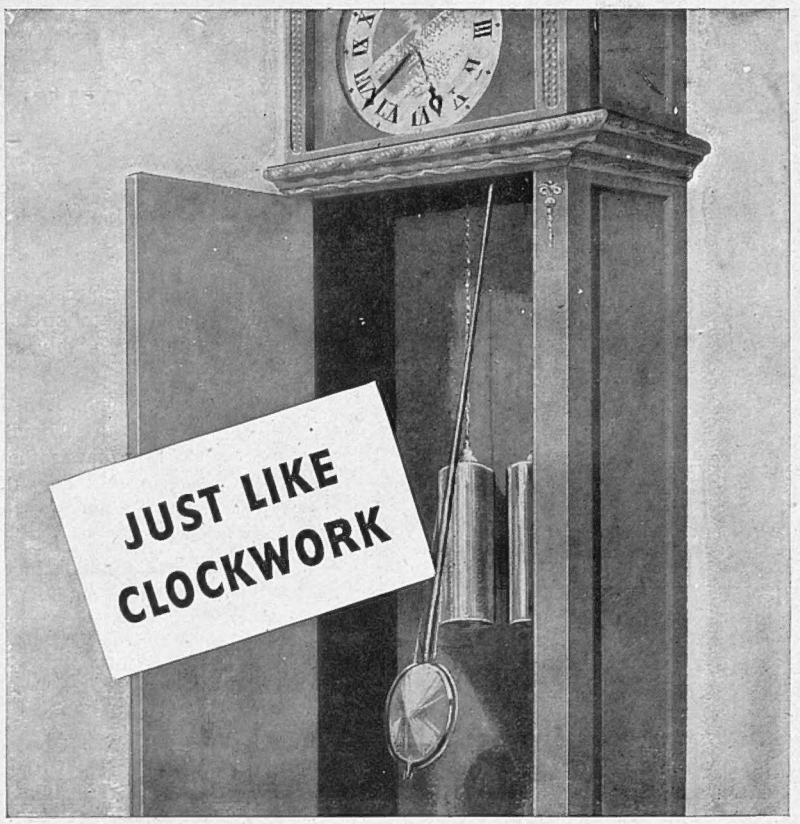

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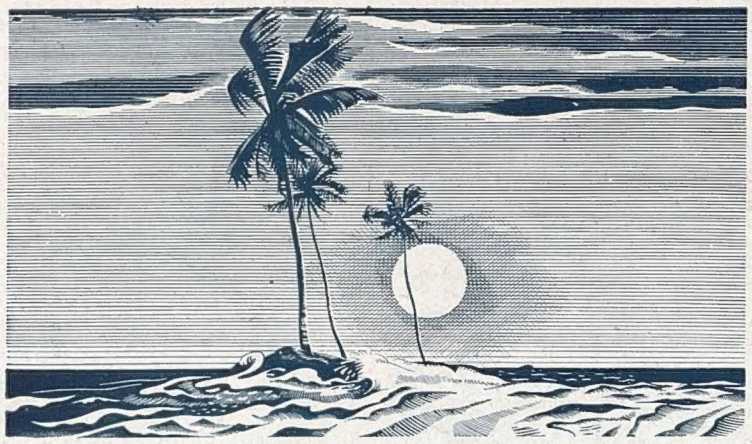

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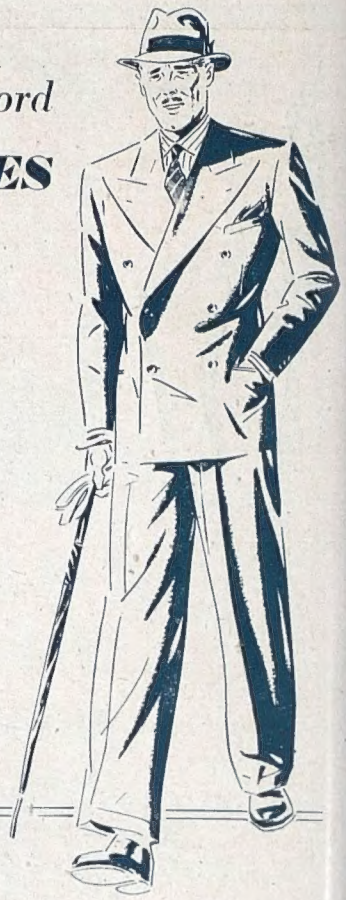

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PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, JANUARY 20, 1945. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.